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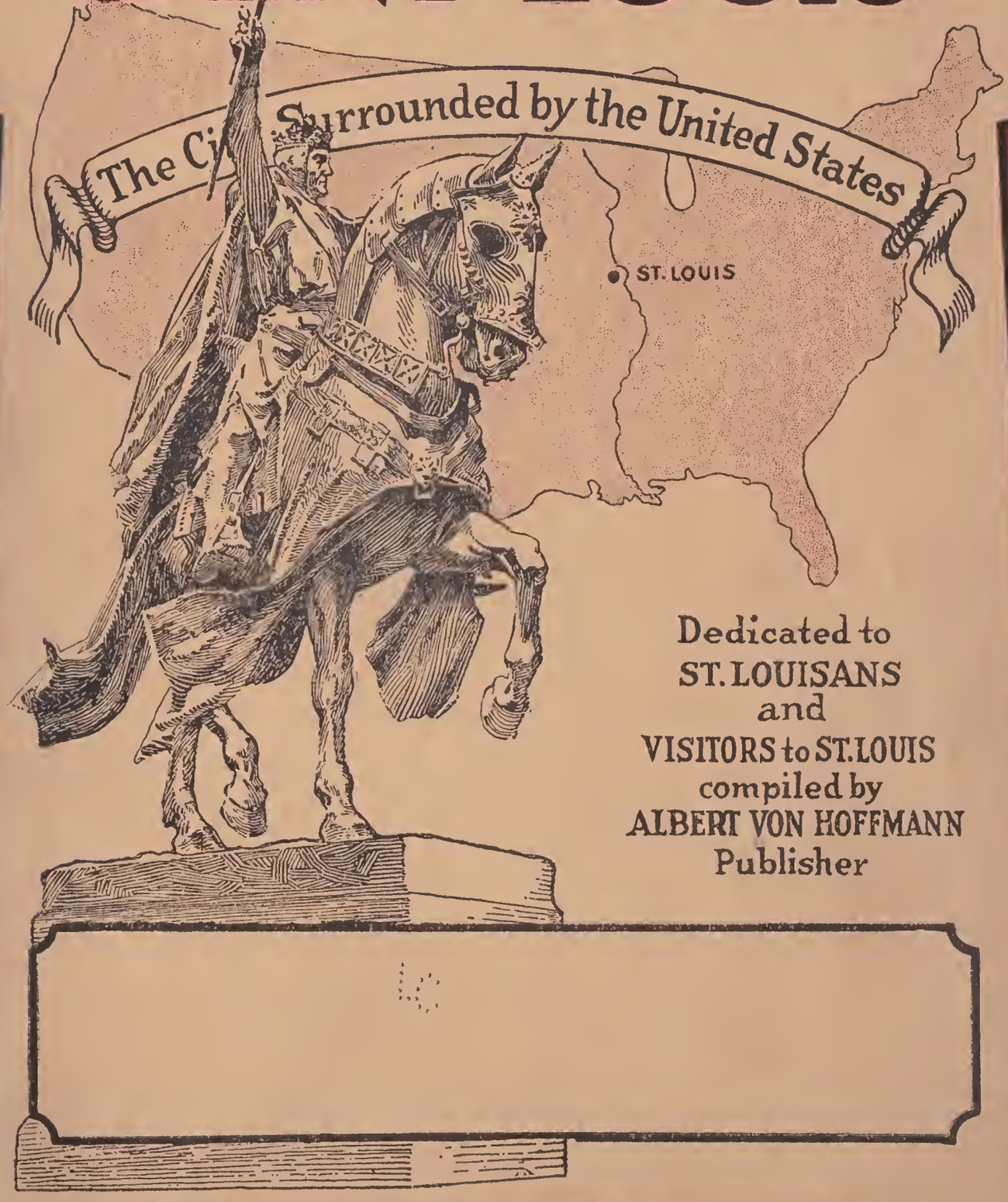
VON HOFFMANN'S

ALL ABOUT SAINT LOUIS



Dedicated to
ST. LOUISANS
and
VISITORS to ST. LOUIS
compiled by
ALBERT VON HOFFMANN
Publisher

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ALL ABOUT ST. LOUIS

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FOREWORD

IN compiling the following pages, we have left no stone unturned in our efforts to furnish to the St. Louisan and the stranger within our gates the most up-to-the-minute, comprehensive guide to the city and its diversified points of interest and activity that has ever been published.

Some of the facts contained herein you already know, for ours has been a task of compilation rather than one of authorship. In this connection, we are greatly indebted to the kindness of the Chamber of Commerce, Publicity and Convention Bureau, Automobile Club of Missouri, Public Library, Division of Parks and Recreation and many other organizations who offered their unstinted assistance in making "All About St. Louis" a complete index of information and interest.

If the perusal of these pages will give you a better understanding and a deeper appreciation of St. Louis and the important role which she plays at the crossroads of the nation, our purpose will have been accomplished.

THE PUBLISHERS

A Tale of Three Cities

"The cities are full of pride
Challenging each to each."
—Rudyard Kipling.

Characters—

A Chicagoan.
A St. Louisan—who admits it.
A New Yorker.
A Momentary Intruder.
A Dark Gentleman.

Scene—Smoking room of the Pullman car "Insomnia," bound for St. Louis, somewhere between Indianapolis and Terre Haute.

Time—Any day in the week.

N. Y.—By Jove, I wouldn't live in St. Louis on a bet. You sizzle and fry all through the summer and go to seed during the winter. Give me little old New York any day for real enjoyment, real living every day of the year.

Chi.—Yes, while you're boiling under the collar all through July and August, we've got a perpetual electric fan playing over Chicago and Lake Michigan.

St. L.—And a perpetual perfume from the vicinity of Halstead Street, and a perpetual ice house in winter. Br-r-r. Listen, this chatter about St. Louis being an annex to Hades is the bunk. Why, your burgs have us cheated on the heat stuff forty ways to the jack. Do you know that ten people die of heat in your pet parking places to one in St. Louis?

N. Y.—Wow, did you get that "parking place" stuff?

St. L.—"Parking place" is right. Home life in New York and Chicago centers around the old hat rack. When you're back home you live in your stuffy pigeon holes that you call apartments just as little as possible. Home? It's just a service station for you folks—just a place for shaving, eating and trying to sleep. And what have you to show for it at the end of the year—just twelve rent receipts that would nearly buy you a real home in St. Louis. 'S a fact. Do you know that 38 per cent of our families own their own homes and that every other person averages at least one savings account? Believe me, if we're not ahead of the game at the end of the year it's no fault of the landlord.

Chi.—That's all very lovely, but what's the use of having an edge in the bank when you have no place to go. Why, St. Louis, in the evenings, is as dead as old King Tut's tomb. You have no real places of amusement and recreation that can touch the theaters in the Loop.

N. Y.—Or the Hippodrome or the Follies Roof.

K. C.—Or my town, for example.

Chi.—Where do you 'tend bar?

K. C.—I come from Kansas City and nobody in our burg goes to seed for want of amusement. Something doing every night. Write your own ticket. Livest little place west of——

St. L.—St. Louis. You're right. You have plenty of excitement in K. C. all right if you happen to stroll

along any street north of Ninth Street any time between sunset and sunrise. I'm telling my N. Y. friend that the old Bowery was a ladies' aid society for thrillers compared to that part of K. C. You're liable to go out some night to a lodge meeting and wake up a member of St. Peter's Heavenly Harp Players. Oh, yes, if you want to get to the Pearly Gates in a hurry take any street car in K. C. on any icy January day on any hilly boulevard. The motormen out there still use the brakes, but they don't mean anything. K. C. is a fine town to come from.

K. C.—This is no place for me. See you later. (Walks down aisle.)

St. L.—But, as I was going to say before our little friend spoke his little piece, you fellows make me laugh when you talk about amusements in St. Louis. You know there are a few other shows than road companies of "Way Down East" or "Uncle Tom's Cabin" that manage to do business in the wilderness west of the Hudson River without going on the rocks. Why, we get all of your Broadway successes—and none of your failures—regularly, and we pay at the most $2.50 or $3.00 after you chaps have gambled $5.00 to $8.00 a portion on enjoying yourself or being bored to tears by a new production. They've got to be good or else they don't get a chance to get out of New York for St. Louis never was a "dog town" in the theatrical world. Any night out near Grand and Olive you can see the same movies, and a better balanced program of music and specialty acts, than you see in your cities at twice and three times the price.

N. Y.—That's all well and good, but you have to admit that we lead them all when it comes to opera and the better class of music—you know, that aesthetic stuff. What have you to offer out in your town that can be put in a class with our operas and concerts?

St. L.—Well, our Symphony Orchestra is one of the best organizations of its kind in the country—at least that's what a New York critic says. There are the concerts throughout the winter season given by Metropolitan Opera Company artists. And in the summer, we motor out to Forest Park and listen to comic opera under the moon and stars at our Municipal Open-Air Theater, seating ten thousand people. And due to exceptional acoustics every note reaches the last row. And they play to S. R. O. every performance. Beats your Coney Island stuff in summer by a row of loop the loops.

N. Y.—Oh, well, when we need a little change and rest we take the wife and kiddies for a week-end down to Atlantic City.

St. L.—Yes, and the waiters get the change and the hotels the rest. Speaking of week-ends and vacations, we drive out to Forest Park and the problem is solved. Just a little patch of ground of 1,400 acres with a number of picnic grounds, a big zoo, 42 tennis courts, 22 baseball grounds and three golf links. There are lagoons for canoeing, long serpentine roads for motoring and a big outdoor swimming pool and a big amusement park nearby. And during the week there are moonlight boat trips down the Mississippi where you can lounge or dance as you please. And, when that two weeks' vacation rolls around it's only a hop-skip and a jump to the Ozarks—19,000 square miles of rugged wood-covered mountains and streams teeming with 57 varieties of fish. Here's the spot to get close to nature without getting in the hole. I'm speaking of the average man getting, say $2,000 or $2,400, a year.

Chi.—Twenty-four hundred a year. A man with a family? Talk sense.

St. L.—I'm talking sense. They're bringing up families on that and less and they're not cooped up in dingy flats, nor tenements, like the East Side in New York, or the stockyard section of Chicago. Our children play with other youngsters of their own kind, for 87 per cent of St. Louisans are American born. We've never been in the melting pot stage. We've got the best public school system in the world—123 grade schools, six public high schools, a junior high school—with an enrollment of 100,000. Every year educators and teachers from all points of the globe come to St. Louis to study our school system. There are 55 parks and playgrounds, covering 5,500 acres, and in the warm weather they can always take a dip in two of the largest open-air swimming pools of the country. They have access to the large free public library which maintains ten branches and 60 stations throughout the city—a storehouse of half a million books with an annual circulation of two million volumes. Those inclining toward the artistic have a perpetual retreat for study at the third largest art museum in the country. Students of botany can see the flowers of every clime at the largest botanical garden in the world, covering 125 acres. When your boy or girl gets out of high school there are Washington and St. Louis Universities, offering varied courses of instruction. We have a trade school second to none for those who have a mechanical faculty. And between classes they have quite a time, of course, keeping the Indians off the campus.

N. Y.—Oh, well, of course, the James Boys are no more.

Chi.—But I'll bet there are a lot of their descendants without horses that make that twenty-four hundred family budget look sick.

St. L.—Speaking of sickness, do you know that we've got less sickness to the square inch in St. Louis than any of the big cities. That's easy. We have a lower humidity than either of your two cities and that's the factor that counts for comfort, health and working efficiency. We have a pure water supply that is directly responsible for the lowering of the typhoid death rate from 36 to 2.7 per 100,000 in the last ten years. We have 875 miles of sewers that carry off the waste of the city and the lowest infant mortality rate among any of the metropolitan centers. Why shouldn't we, being right in the heart of an area producing 50 per cent of the dairy cattle in the

country. You wonder how we can stretch that budget of twenty-four hundred to cover our expenses. Get this. We're right in the heart of the largest food producing section of the world. Right here in St. Louis we have the third largest markets for groceries, clothing, dry goods and furniture—and the second largest in shoe manufacture. Deduct your jobbing, wholesale and shipping costs and you can see how we get by with our little twenty-four hundred—yes, and have enough left for the flivver and the old sock.

Chi.—The old sock is right. By Jove, I never did run into a real live spender from your town. No hard feelings, but St. Louis is the original tightwad town.

St. L.—Well, if you're speaking of spreading it on thick in a cabaret, you're right—but when it comes to charities and municipal improvements, I beg to differ. Listen, we just voted $87,000,000 on a bond issue for public improvements and over $1,000,000 for forty charities in a single week. No, when something vital is needed you'll find that St. Louisans have no one-way pockets with fish hooks.

Porter—Last call for dinner in the dining car.

N. Y.—Well, what is more VITAL just now than that?

Chi.—Second the motion.

St. L.—Carried. The eats are on me.

(Exit)

OLIVE STREET CANYON.

Places of Interest, and How to Reach Them

ARCADE BUILDING—Eighth and Olive Streets. Largest arcade building in the world. Olive line.

ARSENAL, THE (St. Louis Barracks)—Located in the southern part of the city on the river front at foot of Arsenal Street. Take Broadway line to Arsenal Street, walk two blocks east.

ART MUSEUM (CITY)—In Forest Park, near the West End. Reached by Market Street car to Tamm Avenue on the south side of the park; or by Olive St.-University car or Union Avenue car, to DeBaliviere Avenue, on the north side of the park; or by Clayton car to Forsyth Avenue, which is at the west and closest end of the park. The Clayton is a suburban line to which the Delmar line transfers from down town, and the City Limits line from across town. The galleries are open to the public, free, from 10 a. m. to 5 p. m., every day, including Sundays and public holidays.

BARNES HOSPITAL—Located at Kingshighway and Euclid Avenue. Group of buildings cost $3,000,000. Laclede and Market Street lines.

BENTON PARK—Located on Jefferson Avenue and Arsenal Street, covers an area of 14.30 acres. One of the city's picturesque spots, containing a large clear-water lake and an artistic arrangement of flowers and plants. Here also is found the Hecker monument, erected in honor of Colonel Hecker. Reached via Jefferson Avenue and Natural Bridge lines.

BELLEFONTAINE CEMETERY—Located on Broadway, Florissant and Morin Avenues. Covers an area of 350 acres. The largest Protestant cemetery in the city. Noted for its natural scenery and artificial beauty. The burial place of many of our generals and likewise of the prominent citizens of the city. Florissant Avenue entrance reached by Bellefontaine line. Broadway entrance reached by Broadway line.

BELLERIVE PARK—Bates, Kingshighway Park and Broadway, Mississippi River. Broadway line.

BEVO MILL—On the Gravois Road. One of the show places of St. Louis. Good restaurant. Cherokee car from Ninth Street.

BEVO PLANT—The Bevo Bottling Plant is an immense soft-drink manufacturing plant at Pestalozzi, Arsenal, Broadway and Seventh Streets. It was finished in 1918; a typical example of a modern American industrial plant—well equipped and efficient. Visitors welcome.

CALVARY CEMETERY—Located on Broadway, Florissant and Calvary Avenues, immediately north of Bellefontaine Cemetery. Embraces an area of 262 acres and is the largest Catholic Cemetery in St. Louis. Like Bellefontaine, it ranks with the best cemeteries in our country for beauty and picturesqueness. General William Tecumseh Sherman, whose funeral was one of the most noted and impressive which has ever taken place in St. Louis, is interred here. His monument is located on the "Way of Bethany," near Florissant Avenue entrance. Florissant Avenue entrance reached via Bellefontaine line and Union Avenue Division of United Railways. Broadway entrance reached by Broadway line.

CARONDELET PARK—Located on Ninth and Kansas Streets. Area, 180 acres. One of the city's largest parks which has been left to a greater extent in its natural state. It contains a large clear-water lake and many other attractive features including a deep paddock. The park is covered with magnificent evergreen trees, and scattered about it are many rustic foot bridges. Take Bellefontaine line to Kansas Street and Virginia Avenue, walk four blocks west.

CHAMBER OF COMMERCE—Broadway and Locust Street. Third largest chamber of commerce in the United States. Visitors welcome. Broadway or Hodiamont lines.

CHRIST CHURCH CATHEDRAL — Mother Church of the Episcopal Diocese of Missouri, Thirteenth and Locust Streets. The first Protestant church founded west of the Mississippi River. The church contains masterpieces of stone carving, which are among the finest in America. Olive and Hodiamont lines.

CHURCHES—St. Louis is a "home" city and its people are God-loving and God-fearing. The houses of worship here are distributed throughout the entire city and run the gamut from old and quaint to new, modern and splendid. The Old Cathedral (Catholic) on Walnut Street, between Second and Third Streets, with its French inscriptions, is one of the historic structures of the city.

The New Cathedral (Catholic on Lindell Bl., is not only the largest church building in the United States, but is also one of the finest. "Kingshighway," from one royal fort to another during the Spanish regime, and today one of the city's finest boulevards, is the show street of the churches of St. Louis. The Second Baptist, with its great campanile, is Italian Gothic; St. John's Methodist is neither pure Greek nor pure Roman, but belongs to the Italian Renaissance of the Fifteenth Century; Temple Israel (Hebrew) with its great columns, is pure Corinthian, and the Christian Science is Italian Renaissance. At Thirteenth and Locust Streets is the historic Christ Church Cathedral (Episcopal), containing masterpieces of stone carving. In this church are to be found the

WATER TOWER—COMPTON HILL RESERVOIR

articles of association of the first Protestant church west of the Mississippi River.

The Old Cathedral is located downtown and is a short distance from the Old Court House. Christ Church Cathedral is located at Thirteenth and Locust Streets. Olive Street or Hodiamont lines.

The New Cathedral is located at Lindell Boulevard and Newstead Avenue. Olive-Maryland line. For churches on Kingshighway—Olive-Delmar or Olive-University lines. On Union Boulevard and vicinity, a short distance west of Kingshighway, are located several other churches—Olive-Delmar line. This group, consisting of the Westminster Presbyterian, Central Presbyterian, Pilgrim Congregational, Union Avenue Christian Church and Church of Messiah, equals in beauty the group of churches on Kingshighway.

CITY HALL AND MUNICIPAL COURTS BUILDING—Located on Washington Square. Several years were spent in completing this splendid building. Contains many fine paintings. The Municipal Courts Building is directly west of the City Hall. Laclede, Market or Manchester lines.

COLISEUM—The Coliseum is built of concrete, steel and glass, and is entirely fireproof. The building fronts 320 feet on Jefferson Avenue, 211 feet on Washington Avenue and 164 feet on Locust Street. The acoustic qualities are perfect. Grand opera has been successfully given in this auditorium to delighted audiences. Within easy walking distance of the downtown hotels. The seating capacity is over 13,000. Jefferson, Page or Olive Street lines.

CONFEDERATE MEMORIAL—The gift of the Daughters of the Confederacy. Located midway between Lindell Boulevard entrance to Forest Park and Jefferson Memorial.

CONVENTION, PUBLICITY AND TOURIST BUREAU—507 Commercial Building. Completely equipped for handling of conventions and tourists. St. Louis is the logical convention city of the United States, and is annually host to over 300 conventions with an attendance of approximately 250,000 delegates and visitors.

COURT HOUSE—Erected at a cost of $2,200,000. Pronounced by architects of international reputation to be one of the finest specimens of architectural art. Located on Broadway, Market, Chestnut and Fourth Streets.

CUPPLES BLOCK — From Broadway to Eleventh Street, running south from Spruce Street. Largest shipping station in the world. Belt, Lee, Natural Bridge or Broadway lines.

CREVE COEUR LAKE—One of the largest lakes in the State. Bordered by beautiful natural park. Dancing, scenic railway, bathing, rowing, fishing, motor boating. Open-air cars every 20 minutes from Delmar Junction. 35 minutes ride. Olive-Delmar line.

CUSTOM HOUSE—Eighth to Ninth, Olive to Locust Streets.

COMPTON HILL RESERVOIR AND PARK—Located on Grand and Lafayette Avenues. The reservoir, tower and park surrounding it cover an area of forty acres. Situated in one of the prettiest parts of the city. Park distinguished for its splendid oak trees. Reached via Grand Avenue line and Fourth Street line.

DOCKS—The Municipal Dock at the foot of North Market Street is now completed. This is a reinforced concrete structure, 890 feet long and 36½ feet wide, and two frame warehouses, one 200x160 feet and the other 125x140. The total cost of the dock and warehouses was $622,000.00. The dock has railroad connections with the Burlington and Terminal railroads. The equipment consists of four 15-ton and one 30-ton locomotive cranes, two new gantry cranes, one gravity conveyor and one motor-driven conveyor. The Federal Barge Line Service, which uses the docks, is destined to make St. Louis a seaport of first magnitude. Take northbound Broadway line to North Market Street, walk three blocks east.

DENT HOUSE—Fourth and Cerre Streets. Place where Miss Julia Dent and General Grant were married in 1848. Broadway or Fourth Street lines.

EADS BRIDGE—Extending from foot of Washington Avenue to East St. Louis. A period of ten years was consumed in the construction of the bridge, it being completed in 1874, the cost of same exceeding the sum of $10,000,000. The entire length is 6,220 feet, its width fifty-four feet, and stands fifty-five feet above high water. It consists of three steel arches, supported on either side by massive stone abutments, and adjoining these are stone piers 500 feet from either abutment.

FAIRGROUNDS PARK—Located in North St. Louis. Contains largest open-air swimming pool in the world, municipal playgrounds, etc. Vandeventer, Lee, Belt, Sarah or Natural Bridge lines.

FOREST PARK—One of the largest city parks in the United States, and of more natural resources, it embraces an area of 1380.41 acres. It is traversed by driveways, which are considered among the best in the country, and it has likewise splendid bicycle. Within the grounds are several pretty lakes, Sylvan Lake being the most popular, and many artistically arranged displays of flowers, plants and shrubbery. Picnic and baseball grounds are also in abundance as well as a large number of tennis courts, one group situated on the drill ground in back of the Jefferson Memorial and another off Kingshighway. There are also three golf courses in Forest Park, two

18-hole and one 9-hole, which are considered among the best in the country. There is also a very beautiful lagoon in Forest Park and at the boat house, just south of the drill grounds, canoes and row boats may be hlred by the hour.

On the municipal golf links a midnight sprinkling system is used so that the greens are not wet for the early morning golfers.

The park was used as a part of the site of the Loulsiana Purchase Exposition in 1904, and one of these buildings still stands and is in use today. It is used to house the City Art Museum. On the north side of the park is the Jefferson Memorial Building, used by the Missouri Historical Society to house its records and exhibits. In the park is also located the Zoo, which contains a fine collection. A new group of buildings with extensive landscaping, has been recently completed for use of the Zoo and more are under construction. Reached via Market Street line, Laclede Avenue line, and Olive-University or Olive-Maryland lines.

FLORISSANT—Quaint French settlement. 15 miles away, through famed Florissant Valley, passing Ramona Lake and Normandy Grove. Seat of Loretto Convent. At one time larger, more important village than St. Louis. One and one-half hours' ride. Hodiamont and Wellston car to Wellston Junction. Change to Kirkwood-Ferguson line.

FOREST PARK HIGHLANDS—"The Big Place on the Hill." The carnival spirit is always in existence at the Highlands, and it is worth a visit for a night of fun.

FREE BRIDGE—The Free Bridge is the biggest of its type in the world. It is one of the largest of any type in North America. It is the largest spanning the Mississippi River. About seven years were spent in its construction. The west highway approach terminates at Seventh Street between Papin and Gratiot Streets, St. Louis. The east highway approach terminates at Tenth Street and Piggott Avenue, East St. Louis.

FUR MARKET—World's greatest. 4th and Walnut Streets. Market line.

GREENHOUSES IN FOREST PARK—The Park Department maintains a nursery for its plants and shrubbery in Forest Park, where may be found many interesting species. On the coldest wintry day one may enjoy a change of climate by spending a few hours in the balmy spring air under these glass houses.

GRANT LOG CABIN—Located in St. Louis County on what is now known as Busch Estate. Here General U. S. Grant, Civil War hero and President of the United States, lived for a number of years, his three children having been born here.

HORSE AND MULE MARKET—Largest in the world located in the St. Louis National Stock Yards, National Stock Yards, Ill. Several hundred thousand horses and mules traded every year. Stock Yards line at Eads Bridge.

HORSESHOE LAKE—Largest lake in Illinois. Fishing and Boating. Located few miles beyond city limits of East St. Louis. Alton line at Eads Bridge.

JEFFERSON BARRACKS—Located on the west bank of the Mississippi River, ten miles south of the city. A United States military post, not fortified. The most renowned leaders on both sides in the Civil War were at some time stationed here. The National Cemetery, covering an area of twenty acres, is located south of the Post. There are 11,762 graves in the cemetery, the names of 8,855 of the buried only being known. Being situated on the bluffs, the Barracks commands a splendid view of the Mississippi. Reached via southbound Broadway line, or St. Louis, Iron Mountain & Southern Railway.

JEFFERSON MEMORIAL—Located In Forest Park at Union Avenue entrance. The building is filled with interesting war relics of the early days and a particularly interesting exhibit is the battle flags of the Missouri troops whieh served in the Great War. Visitors can spend a most profitable half day at Jefferson Memorial. It will be of great value to anyone interested in St. Louis in its early days. Olive-University line.

LAFAYETTE PARK—One of the oldest parks in the city, covering an area of 29.95 acres, located on Mississippi and Lafayette Avenues. Near the center of the park is found a pretty lake containing a small island. On an elevation to the south of this stands the statue of Washington, erected in 1876, and the exact center of the grounds is marked by a bronze statue of Thomas H. Benton, flanked by three cannon, which are trophies of the war of 1776. Dispersed about the park are numerous displays of artistic arrangement. There is a music stand, from which may be had a commanding view of the entire park. Reached via Tower Grove line, Park Avenue line, Compton Heights line, and Fourth Street llne.

LEVEE AND WATER FRONT—A stroll along the river front in the vicinity of Olive, Pine, Chestnut or Market Streets, will repay the visitor. From the bluffs of O'Fallon Park, on the north, to Bellerive Park on the south, is spread before you the Father of Waters, island starred, strong of flow, with a history abounding in fables and adventure and with accounts of the trials and tribulations of the early settlers.

LYON PARK—Named in honor of General Lyon, of Civil War fame. Area covered, 10.92 acres. Located on Broadway and Arsenal Street. Reached by southbound Broadway line.

MANCHESTER PARK (formerly Female Hospital)—Manchester, Arsenal, January and Sublette Avenues. Tower Grove line.

MERAMEC HIGHLANDS—About twenty miles from the city, attracts many who wish to get away from the noise and closeness of the city and spend an enjoyable evening in the country air, where boating and swimming may be indulged in. It is reached by a delightful car ride through several of St. Louis' most attractive suburbs, and can also be reached by train.

MERCANTILE LIBRARY—Southwest corner of Broadway and Locust Street. Entrance business men of the city. In 1887, at a cost on Locust Street. Founded in 1845 by a few of $400,000, the building which is now occupied by the Library Association was erected. The library contains 140,000 volumes, to which new books are added as soon as published, and its reading room is regularly supplied with domestic and foreign newspapers and magazines. It has a very large membership, and is one of the wealthiest organizations of its kind in the country.

MERCHANTS BRIDGE—Extends from foot of Ferry Street, St. Louis to State Street, Madison, Ill. Steel bridge, designed only for railroad traffic. Structura completed in May, 1890.

CAGELESS BEAR PITS—FOREST PARK ZOO.

MERCHANTS EXCHANGE—Located on Third, Pine and Chestnut Streets. The building was completed in December, 1875, at a cost of nearly $2,000,000, and is considered the most substantial building in the city. Tho part of the building fronting on Third Street is occupied by business offices. In the western portion of the building the members of the Exchange congregate daily from 9:15 a. m. to 1:15 p. m., for the transaction of business. In the western portion of the building is also located the Grand Hall, which is unexcelled by any other in the country. It is 221 feet ten inches long, ninety-two feet six inches wide and eighty feet high. Its windows, which are seventy in number, are arranged in two tiers. Between these tiers of windows extends a gallery around the entire hall. The ceiling is marvelously beautiful, being frescoed in three large panels, which are the most splendid production of art. The woodwork in the hall is mostly of solid walnut, mahogany and other hardwoods.

MISSISSIPPI RIVER—"The Father of Waters." Magnificent views from the various bridges, Bellerive, Chain of Rocks and O'Fallon Parks, as well as the downtown levee district, at the latter of which points can be observed center of River Traffic, also packet lines as well as large excursion steamers. Frequently the levee is crowded with inbound and outbound freight received from or being shipped to river points.

MISSOURI HISTORICAL SOCIETY—Loeated on southwest corner of Jefferson Memorial Building, in Forest Park. Contains a valuable reference library of historical books, especially pertaining to the growth and development of the Mississippi Valley, and a museum of arehaeology and historical rclics, paintings of men prominent in the history of the State, and maps and views of historic sites and buildings. Admission free. Reached by University, Union and City Limits lines.

MISSOURI RIVER—At St. Charles, Mo. Reached by trolley line. St. Charles line.

MOUNDS—The largest Indian mound in the world is located four miles north of East St. Louis (Ill.) It is known as the Cahokia Mound and covers nearly 17 acres. It is 104 feet high. Reached by Collinsville car (Eads Bridge at Third Street and Washington Avenue). 35 minutes ride.

MUNICIPAL THEATRE—In Forest Park. The only municipal open-air theatre in the world. Seats 10,000 people. Built of coneretc. The great stage is set in the natural woodland of the park. Excellent acoustics, equipped with amplifiers. Olive-University or Market Street cars.

MUNICIPAL GOLF LINKS AND TENNIS COURTS—Forest Park, near Jefferson Memorial. University-Olive car.

NATIONAL STOCK YARDS—East St. Louis, Ill. Largest horse and mule market in the world. 20 minutes from Eads Bridge (Washington Avenue and Third Street.) Stock Yards car.

"NATURAL AMPHITHEATRE" — Council grounds of the great Indian Nations of the past. Will seat 300,000 people, with additional standing room. Art Hill in Forest Park, the Art Museum being located at the top.

NEW CATHEDRAL (Catholic)—Lindell Boulevard and Newstead Avenue. Largest and most magnificent church in the United States. Cost $3,250,000. Main altars cost $100,000 each and organ cost $50,000. Olive-Maryland car.

NEW POST OFFICE—Located on Eighteenth Street, opposite Union Station. Laclede, Market or Manchester cars.

O'FALLON PARK—Area covered, 158.82 acres. A park in its primitve state, occupying a commanding situation overlooking the Mississippi River. From observatory in park may be obtained a splendid view of the surrounding country. Located on Broadway, Bircher Street and Florissant Avenue. Main entrance on Florissant Avenue. Reached by Bellefontaine line, North Sarah Street Division of United Railways and Union Avenue Division of United Railways.

OLD CATHREDRAL (Catholic)—Seeond and Walnut Streets. The first church built in St. Louis was located on the site on which the present structure stands, shortly after the landing of Laclede in 1764. Manchester, Fourth, Market or Laclede cars.

PUBLIC LIBRARY—Central building, Olive, Thirteenth and Fourteenth Streets. Six branch buildings and four sub-branches in various parts of the city. Sixty delivery stations and many traveling library and deposit stations. Contains 512,000 volumes, of which 365,000 are in the Central building. Free for reading to all. Books may be borrowed for home use by all residents, and by non-residents who do business or own property in the city. Central building, erected at a cost of $1,500,000, was begun in 1909 and opened to the public January 6th, 1912. It is one of the finest in the country. The Library was established in 1865 as the St. Louis Public School Library and was reorganized in 1893 as the St. Louis Public Library, under the State library law, having its own board of ine directors appointed by the mayor.

PUBLIC SCHOOL MUSEUM—The marvel of the educators of the world. Only institution of its kind in the world. 3640 North Market Street. Grand Avenue car.

RAILWAY EXCHANGE BUILDING—Sixth, Seventh, Locust and Olive Streets. Contains more floor space than any other office building in the world. Approximately 30 acres, 38 elevators. Olive, Hodiamont, Tower Grove, Natural Bridge, Cass or Bellefontaine cars.

RANKEN SCHOOL OF MECHANICAL TRADES—A complete modern mechanical training school. Located at Newtsead and Finney Avenues. Page Avenue cars.

RIVER EXCURSIONS—Streckfus Steamboat Line—Excursion Steamer J. S.—To Alton, Chautauqua and Illinois River points; also evening excursions, music, dancing. Excursion Steamer St. Paul—One-day outings to Alton, Piasa and other points, also evening excursions, music, dancing. Wharf foot of Washington Avenue. Eagle Packet Company—Outing to Cape Girardeau, Commerce, Mo., Peoria, Ill., and other points; also evening excursions, music, dancing. Dock foot of Locust Street. Majestic Steamship Company—Excursion Steamer Majestic—River outings day and evening to Crystal City and other points; music, dancing. Wharf foot of Locust Street.

SCHOOL BUILDINGS—World's models on Union Boulevard. Practically all schools in St. Louis of this type. Union line.

SCOTTISH RITE CATHEDRAL—The new Scottish Rite Cathedral, on Lindell Boul., near Grand Boul., finished in stone, when completed at the end of 1923, will rank with the most magnificent Cathedrals in the United States. Constructed at a cost of $2,000,000, it will

contain an auditorium with seating capacity of 3,000 and standing room for 2,000. It will be served by its own heating and light plant. A pipe organ costing $10,000 will be one of the many appointments that will grace the new edifice.

SHAW'S GARDEN—Officially known as the Missouri Botanical Garden, covers an area of 125 acres. It was the home of Henry Shaw, which he left under the care of a Special Board of Trustees for the use of the public and for the prosecution of scientific research. The garden, known the world over as one of the beauty spots of the world, cultivates about 11,000 distinct kinds of plants, some grown out of doors and others in a range of plant houses. Open to the public without charge, every day, and on Sundays from 2:00 to 5:00 p. m. Located on Tower Grove Avenue and Flora Boulevard. Reached by Vandeventer Avenue line, to which transfers are given by all of the east and west lines.

SHERMAN PARK—Bounded by Easton Avenue, Cote Brilliante Avenue, Kingshighway and Academy Avenue. 5000 W. Hodiamont line.

SPORTSMAN'S PARK (BASEBALL)—Located on Grand and Sullivan Avenues. Reached by Grand Avenue line. Home of the Browns and Cardinals baseball teams of the American and National Leagues.

ST. CHARLES—Early capitol of Missouri. 25 miles away on the Missouri River. Site of early Spanish fort. Halting place of Lewis and Clark expedition to Pacific in 1802. Two hours' ride. Hodiamont or Wellston car to Wellston Junction, change to St. Charles car.

ST. LOUIS PUBLIC SCHOOLS—Conceded to be unexcelled, and the high schools are models of modern school architecture. Visitors who are especially interested in schools are invited to visit the offices of the Board of Education at the northwest corner of Ninth and Locust Streets for information and directions in order to see St. Louis' schools to the best advantage.

ST. LOUIS ARTISTS' GUILD—812 N. Union Avenue. Open, free to the public, without card, 10:00 to 12:00 a. m., 2:00 to 5:00 p. m. week days in summer; 10:00 to 12:00 a. m., 1:00 to 4:00 p. m. week days in winter; 3:00 to 5:00 p. m. Sundays. Special and general exhibitions of art work of all kinds; Guild exhibitions, Two by Four Club, Missouri Camera Club, St. Louis Artists, Arts and Crafts, photographs, ceramics.

ST. LOUIS NATIONAL STOCK YARDS—National Stock Yards, Ill., covering 777 acres. Stock handled amounts to more than $250,000,000 a year. More than 5,000,000 heads received each year. Stock Yards line at Eads Bridge.

ST. LOUIS UNIVERSITY—Grand Avenue and West Pine Boulevard. The oldest University west of the Mississippi and the only one now having the four departments (Law, Medicine, Divinity, Arts and Science), which constitute a complete University.

TOWER GROVE PARK—A beautiful piece of landscape gardening, covering an area of 276.76 acres, bounded by Grand Avenue, Kingshighway, Arsenal Street and Magnolia Avenue. Noted for the large variety of shrubs and trees cultivated. Reached by Grand Avenue line, Fourth Street line, Tower Grove line, Compton Heights line, Park Avenue line, Vandeventer Avenue line and Southampton branch of Chouteau Avenue line.

UNION STATION—Located on Eighteenth and Market Streets. One of the largest railroad stations in the world.

U. S. AVIATION CAMP AND TRAINING FIELD—At the town of Shiloh, Ill., about six miles east of Belleville, Ill. One of largest aviation camps in country. Belleville line at Eads Bridge to Belleville.

WASHINGTON UNIVERSITY—Located west of Forest Park at the end of Lindell Boulevard, on a large tract of 113 acres overlooking the city; is reached by the Olive Street University line, or the Clayton line of the United Railways. The group of buildings is occupied by the College and School of Enginering and Architecture.

WATER TOWER (Old)—Located at 2021 East Grand Avenue. Reached via Grand Avenue and Bellefontaine lines. From the top of the tower, also the New Tower mentioned in next paragraph, may be had a splendid view of the city and surrounding country.

WATER TOWER (New)—Located at Blair Avenue and Bissell Street. Take Bellefontaino line to 20th and Bissell Streets and walk two blocks east. This tower, as well as the Old Tower mentioned in preceding paragraph, are open to visitors every day.

WATER WORKS (Old)—Located in the northern part of the city, at Bissell's Point. Here the water is pumped from the Mississippi River into the settling basins and undergoes the various processes of filtration and purification until ready for city supply. Take Broadway line, alight at Grand Avenue or at Ferry Street, walk east to river.

WATER WORKS (New)—Chain of Rocks. Located in the extreme northern portion of the city. Take Broadway line to its terminus, or Gimblin Road, walk two blocks towards the river to the Municipal Railway, which leads direct to destination. Both Water Works have very pretty parks adjoining them, with nicely laid out and well-kept surroundings.

ZOOLOGICAL PARK—Located on 72 acres in the southwest part of Forest Park. Taken as a whole, the land for the Zoological Park is well located and exceptionally fitted for the purpose for which it is devoted. Contains a series of beautiful rustic pools, with stone bridges crossing at intervals. In summer these pools accommodate aquatic animals and birds. Adjoining these pools is a large basin for sea lions. Modern animal houses; one of the largest bird cages in the world; one of the best equipped animal hospitals in the country; a modern sanitary refreshment pavilion; large paddocks for hay-eating animals; hills and valleys; well-kept walks and roads; clear water lakes and an abundance of trees, shrubbery and landscape gardening. Reached by the Market Street line.

SEEING ST. LOUIS *by Automobile*

Residents and visitors desiring to make an automobile tour of St. Louis' business district, home section and park system, including many points of historical interest, may do so in about two and one-half hours by the following route:

Starting from Broadway and Market, drive north on Broadway to Olive St., turn left (west) on Olive to Seventh St., turn right (north) on Seventh St. to Washington Ave., turn left (west) on Washington Ave. to Twelfth St., left (south) two short blocks to Locust.

Turn right (west) on Locust St. past the Public Library and through "Automobile Row," following the left-hand turn at the Lindell Cut-off (3400). Jog right, entering Lindell Blvd., continuing to Grand Ave. (3600). Turn right (north) on Grand Ave., straight ahead past the Washington Ave. cut-off and moving picture theatre district and past Sportsman's Park to Fairground Park, bearing left (west) on Circle Drive, leaving bear pits and lake to right.

Straight ahead past the "Muny" League baseball fields and immense Open-Air Swimming Pool, leaving Fairground Park at the southwest corner and driving west on Natural Bridge Ave. to Kingshighway. (At this point begins the great Northwest Industrial District, with the immense buildings of the General Motors Co. and United Drug Co. in the foreground.) Turn left (south) on Kingshighway to Portland Place, right (west) through Portland Place to Union Boulevard, left (south) one block to Westmoreland Place, left (east) through Westmoreland Place to Kingshighway, then right (south) one block to entrance to Forest Park.

Take drive under the bridge in park and straight ahead between two lakes with fountains playing, following the signs past the Municipal Open-Air Theatre to Wells Drive. Turn right, continuing to the St. Louis Zoo. Jog right (north) past animal paddocks to next street, then turn left (west) down Bird Cage Hill past the Big Bird Cage and Tropical Bird House, jogging left at the bottom of the hill and right (west) up the hill to the Art Museum.

A sharp turn to the right (north) on either of two driveways brings the visitor to the edge of Art Hill, from which a splendid view may be had of University City (in the distance) and the West End residence district. Immediately in front is the site of the Cascades, the central picture of the World's Fair, and the natural amphitheatre which held 300,000 persons at the inspirational meeting in 1918 opening the Third Liberty Loan drive.

Turn back to the Art Museum and drive left (east), returning almost to the bottom of the hill, and turn left (south) sharply, continuing south past the Cageless Bear Pits, one of the wonders of the St. Louis Zoo. To the left across an artificial lake can be seen the Sea Lion Pool, chain of lakes, and Elephant House (at the top of the hill).

Continue south to Wells Drive, turning right (west) past the Red Cross Community Camp for poor families and free Automobile Tourists' Camp on the right, turning right (north) into Government Drive. Continue on this roadway between the hills and out at the northwest corner of the park, passing Washington University. Head away from the university, turning right (east) on Lindell boulevard past Jefferson Memorial and Confederate Memorial to Kingshighway.

Turn right (south) at the eastern edge of the park on Kingshighway. Jog left (east) at the end of the street, passing the Barnes Hospital Group of Washington University Medical School—the second in importance in the world. Turn right (south) on boulevard along the edge of the park, continuing south over the Kingshighway viaduct to Tower Grove Park.

Turning left (east) into Tower Grove Park, take the roadway bearing to the left (north), continuing northward to Flora boulevard. The entrance to Shaw's Garden is opposite Flora boulevard. To the right are the famous Lily Ponds of Tower Grove Park. Continue east in the park to Grand Avenue, turn left (north) into Grand Avenue and drive straight ahead to Lindell boulevard, passing St. Louis University, the oldest Catholic University in the West.

Turn right (east) into Lindell boulevard and straight ahead to return to downtown district and starting point.

HISTORICAL ST. LOUIS

THE STATE WE LIVE IN.

GENERAL FEATURES.

Missouri has an area of 69,420 square miles, and a population recorded in 1920 of 3,404,055, being 9th in rank. Including the Mississippi River, which bounds it on the East, and the Missouri River, which traverses the center, Missouri has nearly 1,000 miles of navigable waterways.

Pierre Laclede Liguest.

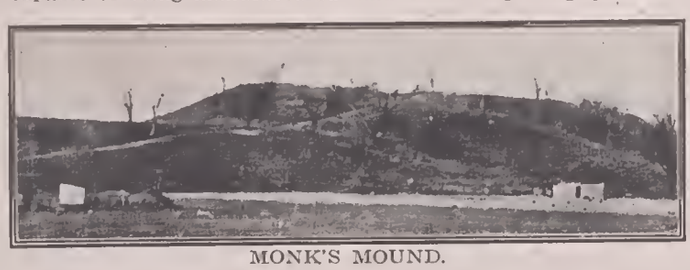
Its topography is varied, the southeastern section consisting of low-lying river bottom, the north and west consisting mainly of upland table, and the center and south broken by the Ozark Mountains.

Economically, it is both agricultural and industrial. Manufactures exceed agriculture in value of products, the principal manufactures including Meat Packing, Flour Milling, Machine Making and Foundries, the production of Boots and Shoes, Chemicals, Tobacco Products, Paints and Varnishes, with Lumber products also occupying a prominent position.

Agriculturally, Missouri ranks high. Of its total area of 38,000,000 acres, almost 35,000,000 consist of farms, and of this amount 24,000,000 acres are improved. Missouri ranks high in the production of corn, wheat and oats, and the southeastern section is far above the average in the per acre production of cotton.

Missouri is the only self-subsisting state in the Union. The northwestern section yields enough coal to supply the entire state. Extending from the southwestern section of the state into the southeastern is the greatest lead producing section in the world. Next in importance among the minerals are its production of zinc, cobalt, nickel and silver. There is hardly an article capable of being manufactured that is not made in this state.

Missouri leads the world in the manufacture of street cars and tobacco products. It ranks second in the manufacture of lead products; fifth in shocs; sixth in printing and publishing; sixth in flour; and seventh in the total value of its manufactured products.



MONK'S MOUND.

Missouri ranks second in poultry raising.

Missouri ranks eighth in butter, cheese and milk.

Missouri ranks eighth in total wealth.

St. Louis ranks fourth in number of manufacturing establishments.

Missouri ranks sixth in wheat.

Missouri ranks fourth in corn.

Missouri ranks fifth in number of farms.

Missouri ranks sixth in value of farm property.

In live-stock production Missouri leads with its raising of the Missouri mule, exporting to all other states and foreign countries.

With 4.8 per cent of Negro population, the average of illiteracy for the State is 3 per cent for all classes; native white percentage, 2; and foreign-born, 9.6.

Although the native-born whites are 88.2 per cent, and foreign-born whites only 7, the influx of Germans in the revolutionary times of their native land in the last century left a large proportion of persons of that blood, especially in St. Louis, to this day, those now being practically all natives. They have been noted for thrift.

The schools enroll about 750,000 of a population of 3,404,055. The State University at Columbia, Washington University at St. Louis, twelve colleges and seven normal schools are the higher institutions.

HISTORICAL BACKGROUND.

There seems to be no doubt that the first people who lived in our State were a pre-historic race known as the Mound Builders. Their origin is still greatly in doubt, although the remains resemble those found in Mexico. Whence they came and whither they went is also not known. However, unlike the Indians who followed them, they were an agricultural people, cultivated fields and left as a monument to our civilization a series of over 20,000 mounds, varying in height from a few feet to fifty feet and in area from a few square feet to several acres. It was from these Mound Builders as an origin that St. Louis took its name, the Mound City, as not far from the corporate limits of the present city are found some of the best specimens of their work, the trip to these mounds being described elsewhere in this booklet.

For ages the ancient history of Missouri is a blank, until we find this sober, hardworking race of mound builders, entirely unwarlike in their nature, supplanted by the Indians.

Seemingly not profiting by the advancement of the earlier civilization, the Indians made hunting and fishing, not agriculture, their employment. What little agriculture there was was carried on by the women, while the males hunted, fished and fought for the protection of their homes.

Such was Missouri when the first white man saw it, and from one of the tribes of Indians, the Missouris, our state took its name. Hernando DeSoto in 1541 was the first white man to enter Missouri, following the course of the Mississippi northward from the present location of Memphis to what is now known as New Madrid County, and from here westward into the Ozark Mountains of Missouri, in his quest for the Fountain of Youth and the vast riches which the stories of the Indians led him to believe were to be found in Missouri.

The French were the first settlers in Missouri, forging continually westward and southward from the Great Lakes district, influenced by fur-trading and missionary zeal, Pierre Marquette and Joliet exploring part of what is now the state of Missouri in 1673.

In 1763 Pierre Laclede built the first trading post in Missouri, a few miles below the mouth of the Missouri River, this trading post later taking the name of St. Louis. The following year Auguste Chouteau put up the first buildings, and thus began the great city of St. Louis.

THE VARIOUS OWNERS OF MISSOURI.

The French, as previously mentioned, having established the first permanent settlement, first owned Missouri, then a part of the territory of Louisiana. Later the French and the English engaged in a great war for the control of the New World, the result of this being that England took possession of all that territory east of the Mississippi and the Spanish all that west of the Mississippi. This was in 1763. Later when Napoleon became emperor of France, Spain was persuaded to return the territory of Louisiana to France, this, of course, including Missouri. On March 4, 1804, the United States flag was raised in St. Louis as a result of the purchase of the whole territory of Louisiana from the French who needed the money to carry on the Napoleonic wars.

HISTORICAL DATA.

St. Louis was founded in the spring of 1764, by Pierre Laclede Liguest, a Frenchman, and his stepson Auguste Chouteau, to whom and their associates the Spanish government gave a monopoly of trade with the Indians. They chose this point because of its advantageous position, naming it St. Louis in honor of King Louis XV and his patron saint.

St. Louis was incorporated as a town in 1809 with a population of about 1800, and as a city in December, 1822, with a population of 4800. It was from St. Louis that a branch of the Chouteaus left to establish Kansas City with "Chouteau's Landing". Robidoux, another St. Louisan, established a post, which later became St. Joseph.

Auguste Chouteau.

Between 1830 and 1850, the population was multiplied by ten. St. Louis was the starting point of many pioneering expeditions to the West and Southwest, contributing a large majority of the greater leaders and population of Montana, Utah, Texas and many other Western states.

THE CITY WE LIVE IN.

St. Louis is the chief city of Missouri and the sixth largest city of the United States, and with its suburbs and its extensions in Illinois (East St. Louis, St. Clair, Madison and Monroe Counties), it is one of the great commercial centers of the United States, and the most populous industrial center of the Mississippi valley.

St. Louis has an average elevation of 500 feet above sea level, and 100 feet above the Mississippi River, on the west bank of which it is situated.

St. Louis had a population of 772,879 in 1920, according to the United States census. These figures, however, do it an injustice, for the corporate limits of the city have not been extended since 1876, and as later figures will show, beyond the western city limits are block on block of solid rows of apartments, residences and shops, while immediately across the river eastward St. Louis is bound to a large and important railroad, manufacturing and stockyard center. The city is in the peculiar position of being surrounded by numerous large and industrial communities, built up by St. Louis industries, dominated by St. Louis capital, but under separate municipal governments.

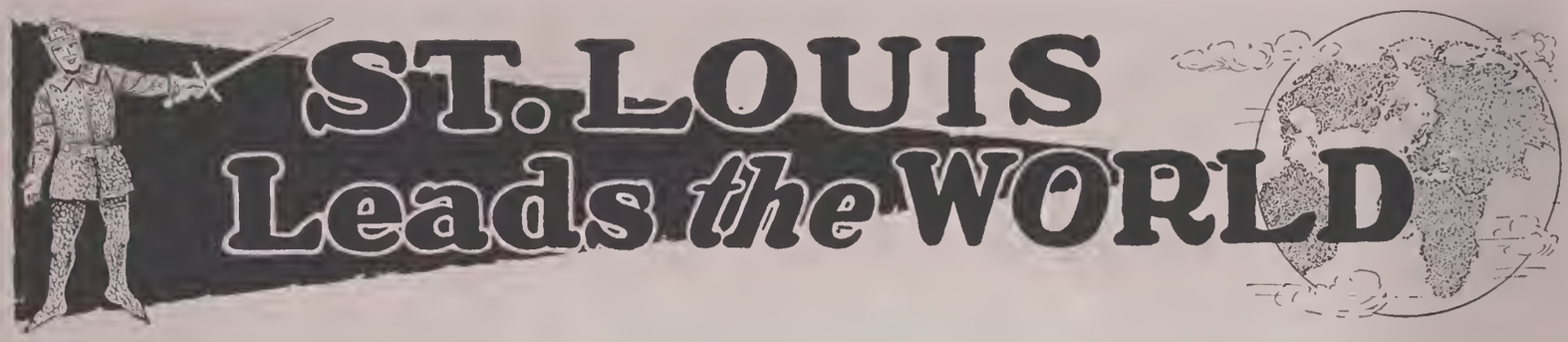
GRANT'S CABIN.

The city fronts for 19 miles along the west bank of the Mississippi River, running back 8 miles, with an area of 64.37 square miles. The St. Louis industrial district, however, covers 260 square miles, and has a population far in excess of 1,000,000. Over 40 million people live within 500 miles of St. Louis.

St. Louis is the most American city of all large cities of the United States. According to the latest facts of the United States Census Bureau, 87 per cent of the city's population is American-born; the foreign-born of New York City being 35 per cent, Chicago 30 per cent, Boston 32 per cent, Cleveland 29 per cent, Detroit 29 per cent and St. Louis only 13 per cent—this in spite of the fact that St. Louis is often referred to as a "foreign" city.

The history of the founding and development of St. Louis reads like a romance. The site of

(Continued on page 10.)



St. Louis is the *largest horse and mule market* in the world.

St. Louis is the *largest shoe market in the world,* making one-fifth of all the shoes made in the United States; also the largest shoe house.

St. Louis is the *largest primary fur market in the world.*

St. Louis is the *largest open hearth steel casting center in the world.*

St. Louis is the *largest chemical and drug market in the world.*

St. Louis' rapid *sand filter is the largest in the world.*

St. Louis is the *largest hardware market in the world.*

St. Louis has the *largest natural amphitheater in the world* (Art Hill). It will seat 300,000 people with additional standing room for approximately 4,000,000. It was the Council Grounds of the great Indian Nations of the past.

St. Louis makes more *street cars* than any other city on earth.

The world's greatest *distributing center for agricultural implements.*

The world's largest *cracker factory.*

The largest *lead works* in the world.

The largest *drug house* in the world.

The largest *brick works* in the world.

The largest *stove and range factories* on earth.

The largest *jeans clothing factory* in the world.

The largest *woodenware house* in the world.

The largest *white lead factory* in the world.

The largest *tobacco factory* in the world.

The largest *iron rail factory* in the world.

The largest *piston ring city* in the world.

The largest *sugar mill machinery city* in the world.

The largest *steel furnace manufacturing city* in the world.

The largest *hide and wool market* in the world.

The largest *fabric measuring machine manufacturers* in the world.

The largest *hardwood* and *pine market* in the world.

The largest *coffee market* in the world.

The largest house in the world for *butchers' supplies* and *packing house machinery.*

The largest *terra cotta works* in the world.

The largest *hardware house* in the world.

The largest *rug house* in the world.

The largest *wholesale paper house* in the world.

The largest *buggy factory* in the world.

The largest *bird cage* ever built.

The largest and longest *double deck steel span bridge* in the world.

Largest *barbers' supply house* in the world.

Largest center for manufactured *poultry and live stock feeds* in the world.

Largest *glass plant* in the world (within St. Louis industrial district).

Largest *lightning rod* factory in the world.

A single individual plant produces more *macaroni* than any other place in the world.

Cupples Block—the *largest railroad shipping station* in the the world.

St. Louis Public School System the *best in the world,* with modern and efficient sanitary buildings and latest equipment.

Largest *envelope concern* in the world.

Largest *aluminum manufacturing center* in the world (within St. Louis metropolitan district).

Largest *roofing manufacturing center* in world (within St. Louis metropolitan district).

HISTORICAL ST. LOUIS

(Continued from page 9.)

St. Louis was peopled long ago by the Mound Builders. Then the Indians, the trappers and fur traders, who bickered with the red men and created the paths and lanes for the future settlement of the country; the navigators of the Mississippi who established the rude settlement on the river banks; the early settlers who crossed the country in prairie schooners; the stage-coach drivers and pony drivers; the pre-Civil War slave traders, each had their part in the early history of the city.

Seven miles east of St. Louis stand the historic group of mounds, relics of the ancient Mound Builders, including the famous Monks' Mound, said to be the greatest in the world. This majestic mammoth of the group is a huge earth pyramid 1,080 feet long, 780 feet wide and 104 feet high, spreading its bulk over 16 acres of ground in the shape of a parallelogram with terraces at various levels.

The origin of these mounds has long been shrouded in the mists of the incomplete history of the early race. Recently, William King Moorehead, curator of the Museum of Phillips Academy, Andover, Mass., peered for six weeks into the mysteries of these great earth piles. The result of his archaeological explorations convinced him that he has settled for all time the controversy that has swirled about these weird earthworks since first observed by man.

He found proof that the great group of mounds were fashioned by man, and that they probably form the site of an ancient city whose population ran into the thousands—perhaps of 100,000 persons—who lived and toiled and disappeared long before the beginnings of American chronicles.

Here came the ancients bringing conch shells from the sea, obsidian from the Yellowstone, mica from the Eastern mountains, copper from the Great Lakes, flint from the Missouri—long journeys to the feet of the master artists and artisans who were moulding the culture of their age.

Ancient altars of hard-baked clay, surrounded by smaller altars, about which were holes in which the charred poles of tepees remained, remnants of sacrificial and funeral ceremonies, pottery, huge agricultural implements of stone, arrow heads found in the excavations—bear mute testimony to the religious observance and industrious character of the vanished race.

In these hundred mounds, Moorehead has begun to unfold the story of Cahokia which has come down through centuries. He has turned only the first pages, but on them he has read certain facts which seem to establish the existence at this point of the kings of the Mound Builders, a dynasty which left no hieroglyphics, whose history is obscurely told only in the art works which survived them.

THE DAYS OF SLAVERY.

In the antebellum days slaves were auctioned from the east steps of the Old Courthouse, a majestic building almost 100 years old, which still houses the city's Circuit Courts. The very stone block from which slaves were sold may be seen, as well as the courtroom in which Dred Scott's slavery case for freedom was begun.

The east steps of the courthouse also provided the city's public whipping post in the days of long ago. A granite boulder in the courthouse yard marks the starting point of the old Boone's Lick Trail—over which traveled the pioneers to the West. This historical old courthouse was among the landmarks mentioned in Winston Churchill's novel, "The Crisis."

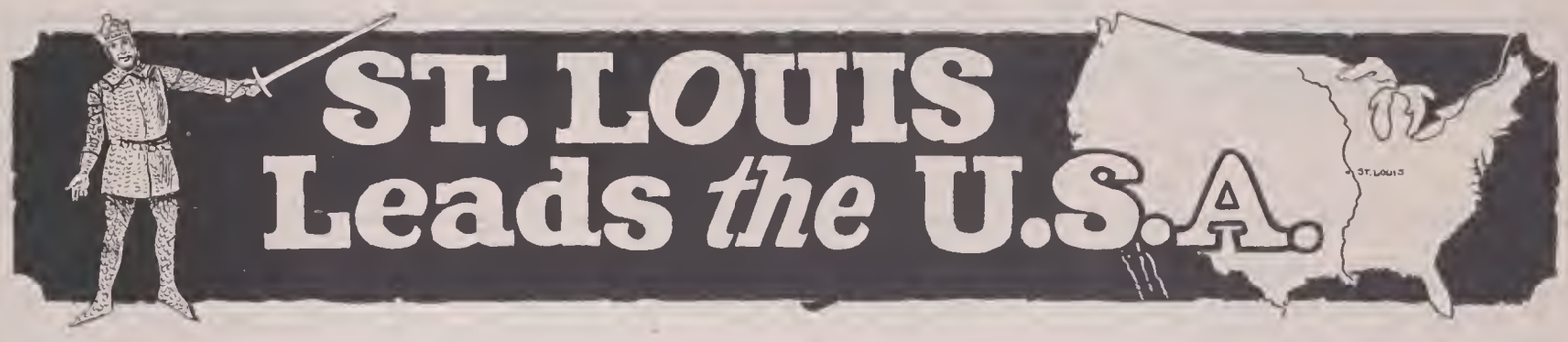
GRANT'S CABIN.

In the days preceding the Civil War, Ulysses S. Grant, who later became a general and then President, was a farmer near St. Louis and sold wood for a living in the city. The cabin in which he lived, built of logs by Grant with his own hands, stood on an 80-acre tract which his father-in-law had given to his wife. Grant bestowed upon it the name of "Hardscrabble," probably indicative of his hard struggle for a livelihood in his early days in St. Louis.

The cabin stands today about a mile and a half from its original site near the main entrance to the country place of a wealthy St. Louisan, which is called the Grant Farm. The cabin was removed, log for log, and exhibited at the Louisiana Purchase Exposition (St. Louis World's Fair), and with the same care was replaced at its present location.

In the house are many relics of historic connection with the man who could not farm but who could tell men how to fight. The cabin is surrounded by a fence built of rifle barrels collected from battlefields of the Civil War.

A house at Fourth and Cerre streets in which Grant was married to Miss Julia Dent still stands. Another at 209 South Fourth street contains the room in which Grant had his law office during the period in which he unsuccessfully sought a law practice.



St. Louis is the largest manufacturing center for *stoves* in the United States.
St. Louis is the largest *hardwood lumber market* in the United States.
Manufactures more *chairs* than any other city in America.
The largest *inland coffee distributing center* in the Union.
America's largest *receiving and shipping market* for *fruits.*
Leads in the manufacture of *boots and shoes.*
Leads in the manufacture of *hats* for America
Leads in the manufacture of *caps* for America.
Leads in the manufacture of *gloves* in America.
Leads in the manufacture of *caskets* and *coffins.*
Leads in the output of American-made *chemicals.*
Leads in *saddlery and harness* business of the Union.
Leads in manufacture of *trunks* for Western hemisphere.
Leads in the manufacture of *jeans clothing* for America.
Leads in the production of America's *proprietary medicines.*
Leads in sale of *bags and bagging* for Western hemisphere.
St. Louis has the *best credit* of any city in America.
The largest *railroad interlocking switch system* in the Union.
The largest *electric plant* in America.
The finest *botanical garden* in America.
The largest *tinware stamping plant* in America.
The largest *street car factories* in the United States.
The largest *exclusively carpet house* in the country.
The largest *boot and shoe factory* in America.
The largest *terra cotta factory* in the country.
The largest *sewer-pipe factory* in America.
The largest center for manufactured *poultry and livestock feed.*
The largest *millinery center* in the United States.
The largest manufactory in the country of *cotton and duck garments and uniforms.*
The largest *grain center* in the United States.
The largest plant in the United States for building *Crushers and Pulverizers.*
The largest *freight transfer company* in the United States.
The largest *blow pipe factory* in the United States.
Through the construction of the Barnes Hospital group of buildings, costing more than $3,000,000, St. Louis has the largest *teaching hospital service* of any city in America.
The largest *inland city* in the United States.
The largest center in the United States for *shoe findings and welting.*
Largest *flue cleaner manufacturers* in the United States.
Largest *freight transfer company* in the United States.
Largest *hat center* in the United States.
Largest *hydrogen dioxide manufacturer* in the United States.
Leads the United States in the manufacture of *railway and street cars*—20,000 railway cars of all types built in St. Louis district annually.
Largest *rubber cement manufacturers* in the United States.
Largest *sash and door distributing* center in the United States.
Largest *open hearth steel casting* center in the United States.
Manufactures *more goods for export* than any other center.

Auto Pleasure Trips

Strangers employing taxicabs for sight-seeing are advised to request the chauffeur to follow routings as outlined below, thereby seeing some of the best parts of the City and County.

TRIP No. 1.

CITY TRIP FROM UNION STATION OR DOWNTOWN HOTELS, approgimately 25 miles. Starting from Broadway: Drive west on Washington Ave. to Grand Ave., north on Grand to Fair Grounds Park, through the Park and west on Natural Bridge Ave. to Kingshighway, south on Kingshighway to Portland or Westmoreland Places, through either to Union Blvd., south on Union to Lindell Blvd., west on Lindell to Skinker Road, south on Skinker to West Entrance to Forest Park, through the Park (visiting the Zoo, Art Museum and Jefferson Memorial) to Kingshighway and Lindell Blvd., thence south on Kingshighway (obtaining good view of Barnes Hospital Group) to Tower Grove Park, east through the Park to Grand Ave., south on Grand to Carondelet Park, through the Park, returning via Grand Ave. to Flora Blvd., west on Flora to Tower Grove Ave., visiting Shaw's Garden. Drive north on Tower Grove Ave. to Shaw Ave., west on Shaw to Kingshighway, north to Lindell Blvd., thence east via Lindell-Locust Cut-off to starting point.

TRIP No. 2.
Approximately 30 Miles.

FROM UNION STATION OR DOWNTOWN HOTELS. Drive west on either Pine St., Locust-Lindell or Washington Ave., to Kingshighway, thence west through Forest Park, visiting the Zoo, Art Museum and Jefferson Memorial, to Clayton Road, west to Denny Road, south through Kirkwood to Big Bend Road, east through Webster Groves to Manchester Ave., thence north on McCausland Ave., to Skinker Road, continue on to Lindell Blvd., north and through Westmoreland or Portland Places to Kingshighway, and on east to starting point via route other than used starting out.

TRIP No. 3.
Approximately 40 Miles.

Same route as outlined for Trip No. 2 to Denny Road, south on Denny to Gravois Road, east on Gravois via Sunset Inn and Grant Farm to Grand Ave., north to starting point by route other than used starting out.

TRIP No. 4.
Approximately 65 Miles.

Same route as outlined for Trip No. 2 to Denny, following Clayton Road to Altheim, thence Smith Road, five miles west to Clarkson Road, thence on Clarkson south to Ellisville, west on Manchester Road to Grover, west on Eatherson Road via Monarch to Olive St. Road and on east to Delmar Blvd., thence to Clara, south to Washington Terrace, east to Kingshighway, south to Lindell and on to starting point.

TRIP No. 5.
Approximately 50 Miles.

Drive west on Washington Ave. to Union Blvd., north on Union to Natural Bridge, west to Bridgeton; use Bridgeton Station Road through Florissant to Parker Road, east on Parker Road, through Black Jack to Spanish Lake, thence south on Bellefontaine Road to Trampe Ave., east on Larimore to Columbia Bottom Road to Chain of Rocks (City Water Works); continue to River View Drive to Broadway, passing through O'Fallon Park to Florissant Ave.; continue to Grand Ave., south on Grand to Locust and on east to starting point.

St. Louis—"The Old City with a New Spirit"

By FRANCIS E. TURIN
St. Louis Convention, Publicity and Tourist Bureau

Over a century and a half ago, Pierre Laclede Liguest, a Frenchman to whom the Spanish Government had given a monopoly of the trade with the Indians, and his stepson, Auguste Chouteau, established their trading post and called it St. Louis. This was in 1764. The trading post soon grew into a village—the outpost of civilization.

The little village grew rapidly and soon was incorporated as a city and now it is one of the leading cities of the United States and the Metropolis of a great valley.

St. Louis—The city surrounded by the United States! Picture in your mind the largest inland city of the nation, standing at the crossroads of trade; a city that has had a rebirth of spirit since the war; a rapidly growing sprawling metropolis that, like another Rip Van Winkle, is suddenly awaking after decades of conservatism.

St. Louisans Work Together

The war taught the business men to work together. The city's war record is a proud one. In the war drives and the Liberty Loan drives and the campaigns and the other phases of war-time activities the city was ever to the fore, more than once first "over the top"—that much used phrase—in the subscription of its quota.

Missouri—Self-Supporting

It has long been said that Missouri could build a fence along her borders and support her natives without calling on the outside for assistance. Without a doubt, particular care would be taken to see to it that the fence included the metropolis of the state on the eastern border—St. Louis.

St. Louis-Financially

Laclede and Chouteau carried their banks on their backs, or in their canoes, and trade was maintained with the Indians through gaudy trinkets, beads and whatnots, as well as with the necessities of life and luxuries which had been brought from the eastern civilization. What a comparison with our modern business methods and banks! St. Louis banks have combined resources of over $500,000,000.00 and projects do not come too small or too big for them.

The government recognized the importance of the St. Louis district and not so long ago awarded a Federal Reserve and Federal Land Bank to the city. Through this award St. Louis became the only city in the United States with such Federal Bank strength.

Centrally Located

The strategic position occuped by St. Louis is better realized by the knowledge that it is just about midway between the center of population, a short distance east of St. Louis and the geographical center of the United States, a short distance west of St. Louis. It is located on the Mississippi River, in the center of the Mississippi Valley, and is a railroad center of first importance, with twenty-five steam railroads and four electric lines, of which the Illinois Traction System is the largest, this latter also being the most important electric system in the United States.

By reason of its proximity to the geographical center of the United States, it necessarily follows that St. Louis can be more easily and more quickly reached from all parts of the United States than any other city, without a single exception.

St. Louis is an ideal central point for fabrication in transit. By this is meant the moving of raw materials in the direction of the ultimate market, selecting a manufacturing point en route where the materials can be combined with fuel, labor and transportation and then sent broadcast to the consumer.

The Mississippi Valley, in which St. Louis is the principal city and logical central market, is the main producing area of the United States. It contains the following percentage of the total production of the entire country:

70 per cent of the acreage in farms.
65 per cent of the farm values.
76 per cent of the wheat production.
72 per cent of the live stock.
85 per cent of the corn production.
74 per cent of the cattle.
52 per cent of the sheep.
81 per cent of the hogs.
70 per cent of the cotton.
55 per cent of the wool.
69 per cent of the petroleum.
47 per cent of the lumber.
60 per cent of the bituminous coal.

The tremendous outturn of crops in the Mississippi Valley—the great food producing section of the St. Louis trade territory—is after all, just so much toll directed toward the creation of real wealth, and means maximum purchasing power, with resulting better homes, greater home comforts, better farm equipment and conveniences, an automobile and a reserve of savings.

It is to supply this market to provide for the ceaseless western aspiration for more and better homes that keeps St. Louis business constantly expanding and inviting new industries.

The millions of dollars of business done annually in this great St. Louis trade territory offers an additional outlet for a mid-west factory output. The manufacture of food products or commodities required in the daily needs of 50,000,000 people will find a prolific market in this great mid-west business tributary to St. Louis.

No other industrial market in the country can compare with St. Louis' distribution facilities for reaching this prolific buying power.

The Mississippi Valley territory produces 50 per cent or more of the nation's export commerce. St. Louis, in the heart of this great inland empire, connects it by strong and numerous rail and river routes with the gulf, in the direction of empty railroad car movement.

St. Louis is modern in office buildings, hotels, beautiful parks, and has many of the finest homes in the country, and at the same time is older than the United States and rich in romantic traditlon.

The city spreads over 62½ square miles of territory and is within a night's ride of over 50,000,000 people.

City of Homes

Over 37 per cent of the city's inhabitants are home owners, and the residential districts of St. Louis are among the most beautiful in the United States.

The four bridges which span the Mississippi River at St. Louis including the Municipal Free Bridge, which is the largest double-deck steel span bridge in the world, are valuable assets and sights visitors should see. The Free Bridge and approach are two miles long.

Twenty-Six Railroads to "Everywhere"

Twenty-six railroads run through St. Louis to "everywhere" and the Mississippi offers opportunities for waterway transportation to Mississippi Valley points and gulf ports. The unusual combination of rail and water facilities without doubt make St. Louis the great central gateway to the Mississippi Valley, Middle West and the South and Southwest. The shipping facilities of the city extend in all directions with a clear sweep to the marts of the world and plainly indicate the supreme position held by St. Louis in the business of the nation.

The 124 grade schools, six public high schools, teachers' college and the junior high school offer additional pleasure to those who enjoy inspecting buildings of this character.

Recreation

If you are a lover of the great outdoors you will be interested in the parks of which there are over 2,700 acres. Forest Park, with its rolling woodlands, fast developing zoo, with the world's largest bird cage, municipal golf links and tennis courts that are artificially lighted, making them available for use at night as well as day; gridirons, baseball diamonds, soccer fields and boats and canoes on the lagoons afford maximum opportunity for the enjoyment of outdoor sports. In this park you will find the Art Museum which is the fourth finest in the country, as well as the Jefferson Memorial with its statue of Thomas Jefferson, by Bitter. On Art Hill you will find the heroic statue of Saint Louis, by Niehaus, where at the base was enacted one of the most historic ceremonies in modern times when the French Legion, on its visit here, dipped its colors for the second time in history and honored St. Louis as no other city in the world has been honored.

If you are a golf player, the municipal eighteen-hole golf course at Forest Park is the best all-the-year-round golf course in the United States. There is also a nine-hole course and a midnight sprinkling system is used so that the greens are not wet for the early morning golfers. The course covers more than a mile from the east to the west, and takes in the highest and lowest points in Forest Park. In addition to the Municipal Golf Links there are many courses at various clubs. And, if you journey out to Forest Park you should view the only Municipal Open Air Theatre in the world where operas are shown to the delight of visitors to St. Louis and its citizens. The theatre seats 10,000 people and is built entirely of concrete. The great stage is set in the natural woodlands of the park. Volumes have been written in paying tribute to St. Louis for its work along this line and you will do well to visualize the scene of activities.

Incidentally, pay a visit to the Old Court House, the oldest of St. Louis' public buildings, work on the building having been started in 1839 and completed in 1862, at cost of about $1,000,000. The building is considered by experts to be a splendid example of historical structure with fine architectural qualities, and is located at Chestnut and Market Street, between Fourth Street and Broadway and is in the form of a Greek Cross and of Doric order of architecture. The building was made historic by the slave sales which took place on its steps during the Civil War, and also the whipping post was located on this site during the early days of St. Louis. The magnificent frescoes in the dome were done by Carl Wimer, in 1862, a St. Louis artist of note, and they were restored by Edmund H. Wuerpul during the World's Fair in St. Louis in 1904, and are again being restored at this time of writing.

The Missouri Botanical Garden (Shaw's Garden) is the second largest garden in the world; it is the largest in America. Only the Royal Gardens at Kew, England, excel it. The garden covers approximately 125 acres of ground and collections from plant life of the world are cultivated by experts at one of Nature's Beauty Spots. The garden is one of the show places of St. Louis and visitors are always welcome.

The old city with a new spirit has gradually grown great in many things. Today, St. Louis is a buying and fashion center—a leader among the world marts, in addition to claiming greatness in industrial development. The city actually rivals Paris in styles in various ready-to-wear lines.

St. Louis a "Home" City

St. Louis is a "home" city and its people are God loving and God Fearing. The houses of worship here are distributed throughout the entire city and run the gamut from old and quaint to new, modern and splendid.

"The next best thing to living in St. Louis is to be a frequent visitor." So says our Mayor.

The New St. Louis

St. Louis—A city with $1,000,000,000 of property value.

St. Louis—A city in debt only $10,000,000.

St. Louis—A city that by an overwhelming majority has placed this enviable credit at work.

What Other Municipality Offers as Much?

City-wide general improvements to cost $87,360,000 authorized.

Aside from this, new Railroad Terminal facilities to cost $100,000,000 planned, with initial expenditures *authorized* by railroads.

Additional Building Development aggregating more than $75,000,000, beginning 1923, following upon the heels of these achievements.

Eight Millions of dollars a year in additional wages each year for the next ten years, underwritten and guaranteed in advance by these actions.

Where Else Can Such Glowing Possibilities Be Found?

What does this Mean?

A brief recapitulation of these projects follows. St. Louisans and visitors—Read them and rejoice. If a resident and if you have a business located here you have much to be proud of; if not, come to the New St. Louis, the Miracle City of America and be a part of the greatest era of progress and development that has ever swept this section of America.

SKETCH OF PROPOSED CIVIC CENTER.

St. Louis Plans for the Future

Here on the banks of the Father of Waters, in the midst of the agricultural section and the population center of the United States, has sprung up the metropolis of this great area. By leaps and bounds *St. Louis* constantly has forged ahead and now, this great expansion has reached a point where, in some instances, facilities have been insufficient to cope with increased demands.

St. Louisans recognized this and, looking into the future only a few years, it was discerned that to keep pace with *St. Louis'* growth, a city planned in a modern way, with all of the adjuncts of such a place, must be brought into being.

The gigantic municipal improvement and development program necessary now has been made possible by St. Louisans going to the polls and voting for a bond issue of almost $88,000,000. Work already has started to bring into reality within a comparatively short time the many improvements decided upon and here, soon, upon the site of the old St. Louis, with all of its natural advantages, soon will stand the *New St. Louis,* the *Miracle City of America.*

A modern street and boulevard plan, by which traffic congestion in the downtown districts will be alleviated, making it possible to go from one end of the city to another within a comparatively short time, has been worked out and surveys are being made for its inauguration. Along some of the boulevards parkways will be installed and groupings of beautiful public buildings will be erected. This plan, when it is in effect completely, along with other attributes of like nature which *St. Louis* now has, will make this city the most beautiful in America.

St. Louis' water supply faces no likelihood of diminishing, due to the setting aside of $12,000,000 for additions to the present plant. This city has always had water in abundance for every need, but in order to supply increasing demand more pumping stations are being provided and for the next several decades a maximum water supply will be had for every purpose.

An engineering feat of some proportions, the preliminary work of which already has begun, will place a rivulet near the western limits of the city within a closed sewer and here, where the stream once flowed, hundreds of acres of highly desirable manufacturing sites will be thrown open. All of these sites are conveniently located. This work was made necessary primarily by the great demand for such sites on the part of out-of-town manufacturers who desired to locate their plants here and realize on the natural advantages of *St. Louis,* and the lack, to a great degree, of desirable locations for manufacturing establishments.

Additions to the present City Hospitals and Sanitariums also have been made possible through the Bond Issue. There are other items in the plans for various additional features which will make for happier, fuller living in *St. Louis* and which touch upon the lives of citizens and all of the various angles of the city's progress in every way. There are to be additional parks and playgrounds and improvements of the existing chain of such places, comparable with those of any large city now; a great Community Center will be erected, where St. Louisans, who work and play together in a co-operative spirit to be found in few other places, may hold their community gatherings from time to time, and where conventions, which come here to the *"Convention City"* will be housed.

These great additional advantages are only a part of the things that are being brought to pass through the solidarity of our citizenship, working together toward a common end—the advancement of *St. Louis.* Even now, the first step has been taken in the setting aside of approximately $16,000,000 by railroads entering *St. Louis,* for a series of modern freight and passenger terminals that will expedite the movement of trains in and out of the city and make the system here one of the best in the world. The ultimate cost of putting these terminals in effect as they have been planned will be about $100,000,000.

We have found, here in *St. Louis,* that by working together, Herculean tasks can be made comparatively simple by unified action of the people and, henceforth, watch *St. Louis'* growth. Many dreams for this magnetic city of the Middle West now have come true, but there are many others awaiting fulfillment and, with the new spirit that has evinced itself, *St. Louis* will forge rapidly and constantly ahead to the place in the sun that has been predicted for her—that of the third largest city of the world.

If not a citizen, come to *St. Louis* and plan and grow with us. Assuredly, it will be well worth while.

What St. Louis Has Voted to Do

As the Result of the Passage on February 9th, 1923, of 20 Bond Issue Propositions, Totaling $87,372,500, St. Louis Soon Will Undergo a Physical Transformation, the Details of Which Are Briefly Set Forth Below

	Proposition.	Amount
1.	Opening and widening streets	$ 8,650,000
2.	Union Station Plaza	2,600,000
3.	Paving, repaving, improving streets	5,800,000
4.	City-wide electric lighting	8,000,000
5.	New Courthouse	4,000,000
6.	Construction and reconstruction of sewers	8,000,000
7.	River des Peres sewer and storm channel	11,000,000
8.	New parks and playgrounds	2,500,000
9.	Improvement of existing parks and playgrounds	1,300,000
10.	Aquarium in Forest Park	400,000
11.	Municipal lighting, heating and mechanical building	1,000,000
12.	Hospitals and institutions	4,500,000
13.	Municipal Auditorium and community center	5,000,000
14.	Memorial Plaza and building	6,000,000
15.	Fire Department motor equipment, reconstruction of engine houses	772,500
16.	Elimination of grade crossings	1,600,000
17.	Northeastern approach to Free Bridge (Illinois side)	1,500,000
18.	West approach, Free Bridge (St. Louis side)	1,500,000
20.	Construction and reconstruction of public markets	1,250,000
21.	New Waterworks on Missouri River (to be paid for out of Water Division Revenue	12,000,000

STREETS: The city will spend $8,650,000 for establishing, opening and widening streets. The chief item, $3,355,345, will be spent to widen Market street from 60 to 100 feet from Third and Walnut streets to Vandeventer avenue, thus providing an imposing highway east and west from Union Station.

Tweifth boulevard will be created as a continuous highway, 100 feet wide for most of its length, from the new industrial district in the northwest to Gravois avenue in the southwest.

Kingshighway boulevard will be completed from Penrose Park on the north to Bellerive Park on the south.

Olive street will be widened from 60 to 100 feet from Tweifth boulevard to Channing avenue.

Lindell boulevard will be widened to 100 feet from Channing to Grand.

An imposing traffic circle to serve as a beautiful entrance to Forest Park will be constructed at Lindell boulevard.

The major street plan also includes the widening of 15 other streets and the construction of cut-offs on or the extensions of 10 other streets.

NEW WATERWORKS: The present city water plant, which is reaching the limit of its capability to supply an increasing demand, pumping water from the Mississippi River, will be augmented by a new plant on the Missouri River, for which voters provided $12,000,000.

The plant proper, which it is proposed to erect at Howard's Bend, several miles above St. Charles and one mile west of Hine Station, on the Rock Island Railroad, St. Louis County, will cost $3,777,000. The remainder of this bond item will be for equipping the plant, supply mains and right-of-way through the county, a 100,000,000-gallon reservoir, service mains and contingencies. Engineers calculate there will be a gravity flow to all parts of St. Louis from this reservoir, located on ground owned by the city on Strattman Hill, near the Olive street road.

The plant probably will have an initial pumping capacity of 60,000,000 gallons of water a day, to be increased to 160,000,000 by 1945. The maximum possible capacity of the Chain of Rocks plant is 160,000,000 gallons a day. Payment of the interest and principal of this $12,000,000 portion of the bond issue will be made solely from Water Department revenue. It is calculated that this can be done without an increase in water rates.

UNION STATION PLAZA: The city will acquire and tear down the buildings occupying the two blocks fronting Union Station, bounded by Market street, Chestnut street, Eighteenth and Twentieth streets, and will convert the ground into a plaza, thus presenting a clean, attractive door-yard to the visitor.

STREET PAVING: The sum of $5,800,000 will be expended in paving the widened and new streets authorized in the first item and in replacing wornout paving on other streets.

LIGHTING: The antiquated gas lamps now furnishing the chief illumination of the city will be replaced with a city-wide, modern electric lighting system, costing $8,000,000.

A NEW COURTHOUSE: The 71-year-old civil courthouse on Broadway will be devoted to some other use and a new building fronting on the Memorial Plaza and tying in with the City Hall and the Municipal Courts Building, will be erected at a cost of $4,000,000.

SEWERS: The sanitary system of the city will be placed in first-class condition, capable of serving all sections adequately by the expenditure of $19,000,000. Of this sum, $11,000,000 is to remove from Forest Park the stench of the River des Peres and to check floods. The river will be enclosed from the point it enters the city at Hodiamont avenue to the point it emerges from Forest Park at Macklind avenue. For the remainder of its course to the Mississippi, the Des Peres will be given a storm channel to carry off heavy rains and beneath it a sewer will be constructed. The remainder of the $19,000,000, or $8,000,000, will be used to extend sewers to districts not now served and to reconstruct old sewers now a menace to public health and safety.

NEW PARKS AND PLAYGROUNDS: The city will be enabled to maintain its boast of the most extensive public recreational facilities and activity of any American city, by the extension of its parks and playgrounds system in the expenditure of $3,800,000. This will include the purchase of new land with $1,000,000 and the expenditure of the remainder in equipping the new parks and expanding the facilities of those parks already established. The items include four new swimming pools and bath houses.

AQUARIUM: Commissions from various cities have visited the Forest Park Zoo to obtain and adapt ideas from what they have appraised as the best-planned zoo in the United States. The fame of this institution now will be enhanced by the addition of an aquarium to cost $400,000.

POWER HOUSE, GARAGE AND LAUNDRY: There will be $1,000,000 for the erection of this plant, for an economical concentration of necessary functions of city departments. It is proposed to erect this building on the site of the old Four Courts, Twelfth street, between Clark avenue and Spruce street. Engineers estimate that its operation will result in a saving of $100,000 to $150,000 a year over the cost of running present scattered plants.

The plant will generate electricity for power and lights for the city hall, Municipal Courts Building, city jail and children's building, all located inside the four square blocks of City Hall Park, and for Police Headquarters, the new Courthouse and Morgue to be built near the municipal group, and the city hospital. Current for the existing buildings, except the hospital, is now provided in an old plant in the city hall basement.

Six automobile and fire apparatus repair shops will be combined in this building. The Street Department paint shop will be placed there. The laundry will replace with modern equipment the smaller plants at the city hospital, city infirmary and workhouse. The estimated cost of the plant is $993,750, but, as it will release for other uses or sale property valued at $529,878, it will cost in reality less than $500,000.

EXTENSION OF HOSPITAL FACILITIES: Voters provided $4,500,000 to increase city facilities for the care and cure of the afflicted and sick who have not the means to care for themselves. This means that overcrowding of hospitals will be ended, the fight against tuberculosis will be strengthened, negro unfortunates will be cared for on a more equable basis, conditions at the city sanitarium, where the insane are confined, that have been termed "disgraceful," will be changed; the antiquated morgue will be replaced, and delinquent boys and girls will receive better care.

The subdivisions of this item are: Enlargement of Koch Hospital, for the tubercular, south of Jefferson Barracks, $500,000; additions to the city hospital, $1,000,000; new hospital for negroes, $1,200,000; additions to city sanitarium, $760,000; additional building or buildings at the Isolaton Hospital, $250,000; new morgue, $140,000, probably to be erected on or near site of present morgue, on old Four Courts lot; manual training schools at Bellefontaine Farm for Boys, $50,000; buildings on Meramec Hills, the new farm for delinquent girls, near Valley Park, $100,000; enlargement of the Municipal Farm for the Feeble-Minded, north of Baden, $500,000. Purchase of land is contemplated in connection with some of these plans.

In the bond issue of 1920, $68,000 was provided for a morgue, but being an inadequate sum, was not spent; the two funds will be combined for the new building. The Farm for the Feeble-Minded was acquired through the 1920 bond issue, but the need for enlarging it has arisen.

MUNICIPAL AUDITORIUM: The long-felt want for a structure of this type will be fulfilled by the $5,000,000 of bonds voted for a Municipal Auditorium and Community Center. It is felt that this will constitute a nation-wide advertisement of St. Louis. Its purposes were described in the item on the ballots, as follows: "To be used for the holding of public meetings, gatherings and conventions, for discussion of public questions, including matters submitted to the people under the referendum or the initiative, and to provide suitable meeting places for educational, moral, musical, industrial, labor and other purposes.

It is probable that the building may be erected on the double block bounded by Fourteenth, Fifteenth and Market streets and Clark avenue, though among other sites considered is one comprising two city blocks, bounded by Eighteenth, Twentieth, Chestnut and Pine streets. The former site would locate the auditorium as a part of the civic center of which the city hall is the nucleus, while the latter would have it facing Union Station across the plaza to be created. It is intended that the auditorium shall have seats for 15,000 to 20,000 persons, with smaller rooms for small gatherings.

MEMORIAL PLAZA: Realization of the dream of a city beautiful will be fulfilled in part by the creation of a downtown plaza, for which $5,000,000 for the purchase of ground, is provided, and on which a memorial building or monument commemorating the deeds of Missourians in the world war will be erected. An additional $1,000,000 is provided for the memorial. Roughly, the plan provides for the acquisition of the land between Market and Pine streets, Twelfth boulevard and Fifteenth street, and between Pine, Olive, Thirteenth and Fourteenth streets. This entire tract may not be taken. The idea is to make a parkway between the Civic Center group on the south side of Market street and the Public Library, which has the background of Lucas Garden, on Locust street. Records of Missouri soldiers in the war will be preserved in the memorial.

FIRE ENGINE HOUSES AND APPARATUS: Motorization of the Fire Department appapratus will be completed by the item of $772,500 for this department, which also provides for a new engine house in Southampton and reconstruction or replacement of nine existing engine houses. There will be $487,500 of this sum for motor equipment, including 30 pumping engines. The department is 75 per cent motorized at present, and horse-drawn equipment is much slower than the motorized in responding to alarms. Maintenance cost of automobiles is much lower than of horses, Chief Panzer figures. In the 1920 bond issue there was an item of $300,000 for improvement of the Fire Department.

ELIMINATION OF GRADE CROSSINGS: Continuation of the city's program for the eventual elimination of all railroad grade crossings here, as a safety measure, is provided for in an item of $1,600,000. The provisions under this item are:

Viaduct at Kingshighway over Oak Hill tracks of Missouri Pacific, $155,000; viaduct at Shaw avenue over Oak Hill tracks, $80,000; viaduct at Kingshighway over Terminal Railroad tracks, $65,000; eliminating grade crossing of Wabash Railroad with Sarah, Boyle, Newstead and Taylor avenues, $250,000; raising Missouri Pacific tracks at Southwest avenue, $50,000; eliminating various grade crossings of Oak Hill tracks between Carondelet Park and Kingshighway, $310,000; eliminating various grade crossings of Oak Hill tracks between Reilly avenue and Carondelet Park, $280,000; viaduct over Frisco Railroad and River des Peres valley at Fyler avenue, $90,000; viaduct over Frisco at Southwest avenue, $230,000.

FREE BRIDGE APPROACHES: The Municipal Bridge, which has not reached its original goal of defeating the freight arbitrary that taxes St. Louis industry, will be equipped with eastern and western bank connections with railroad and belt lines, which will tend to strengthen the city's position in its time-old battle to defeat the arbitrary.

PUBLIC MARKETS: The old buildings housing four public markets of St. Louis—Union, Biddie, Soulard and South—will be replaced with modern, sightly buildings, designed to provide maximum sanitation. Thousands of St. Louis housewives now go to these markets.

Extension of the City Limits

By HUGH K. WAGNER
President of Greater St. Louis Conference and Million Population Club

In 1764 the limits of the town of St. Louis were Fourth street on the west, Chouteau avenue on the south, and Franklin avenue on the north. In 1822, St. Louis was incorporated by the state legislature as a city and the limits were extended to Seventh street on the west, Rutger street on the south, and Biddle street on the north. The limits of 1841 were about Eighteenth street on the west (in some places Thirteenth street and in north St. Louis Second street), St. George street on the south, and Dock street on the north. The limits of 1855 were Spring avenue on the west, Keokuk street on the south, and the vicinity of Bissell's Point on the north. In 1870 the town of Carondelet was annexed, extending the limits to their present southern extremity and prolonging the western city limits southwardly on a line with the present Grand avenue. By virtue of the 1875 constitution and the 1876 scheme of separation from St. Louis county and the 1876 charter of St. Louis city, the area of St. Louis was more than doubled and the city limits fixed as they have remained ever since and as they now are.

In the days when water transportation was at its height before the railroads, the location of St. Louis at the confluence of the Missouri and Mississippi rivers and not far from the mouth of the Ohio river and commanding the Mississippi valley, which constitutes about two-thirds of the United States and which is the largest and most fertile river valley in the world, caused St. Louis to receive the appellation "The Future Great City." The rise of the railroads and their practical monopoly of inland transportation for several decades minimized for a time the advantage to St. Louis of her incomparable geographic location. It is now conceded that the waterways will prove the needed solution of inboard conveyance, in conjunction with the railroads and motor trucks and airplanes. For all these modes of transportation, St. Louis will ever be practically the geographic center of the country and increasingly the approximate center of population.

With such an unrivaled position, St. Louis must plan for the future, and, in a civic sense, build well and permanently. It must take stock of its opportunities and visualize its destiny.

Those who in 1875 thought that the limits of the city adopted in 1876 would never be outgrown and might possibly never be reached by the growth of the city have been shown by events to have been shortsighted. The leaders of the present day must be better prophets; they must have a larger vision. They must by a suitable bond issue provide docks and warehouses and terminals for a revived use of the rivers and for interchange of freight with the railroads. They must look forward to the time when the Meramec river shall be utilized for commerce and industry in GREATER ST. LOUIS in the same manner as the Chicago river is turned to account in that industrial center. The Meramec river is more of a stream today than the Chicago river was when the wisdom of the people of Chicago caused them to begin the industrial, commercial, and marine use of the Chicago river, which use has been one of the most important factors in making Chicago one of the largest manufacturing and commercial cities and ports in this country.

The people of the present day need to realize that all of St. Louis county and St. Louis city constitute together one community, having genuine unity of interest. At this auspicious time they should be merged into one governmental unit, having for the total area comprising both as much of state and county government as the city of St. Louis now has and extending the benefit of the present form of St. Louis city government to the outer boundaries of St. Louis county.

This will enable proper and wise city planning. For this purpose it will be unnecessary to create any new board or commission, but the present official body known as the City Plan Commission is equipped with data applying to St. Louis county as well as St. Louis city and their environs suitably to plan for the whole. In such plans the principles of zoning will be applied, which is a modern device for preventing economic waste and stabilizing real estate values and for improving the sanitation of populous areas and otherwise protecting health, life, and social welfare. Haphazard real estate platting will be prevented. The wasteful construction of local sewers, streets, and other temporary public improvements will be prevented. Billions of dollars will be saved to the combined St. Louis community by the avoidance of unwise construction and reconstruction.

The merger of all of St. Louis county with the present city of St. Louis into this GREATER ST. LOUIS at this time and the combined wise planning and combination of strength and advantages will save the city of St. Louis one hundred and fifty years of stunted and thwarted growth and development and will give this generation participation in the benefits that arise from residence in a wide-awake and progressive community, one that has evidenced forethought for the future, one in which beautification is perfected on a large scale, and one in which civic needs is the thought and desire of all the population. Without this extension of the city limits at the present time, the health menace from the River Des Peres will increase by geometrical progression. The urge of the small towns in St. Louis county will force them into economically-speaking bad arrangements for water supply and other public utilities. The sewerage problem will grow in intensity. Pestilence may result, which will know no arbitrary and imaginary lines like city limits.

If St. Louis city and St. Louis county now combine, the advertising value to the St. Louis community will at once be attained of restoring the name of St. Louis to its rightful rank among American cities. With the eclat therefrom arising and from the advancement of St. Louis as a city of recent great accomplishment and a community of energetic far-seeing people, more population and more industries will be drawn to this center as by a magnet, and St. Louis will immediately be well upon its way as one of the greatest cities of the earth in all time.

Railroads and Terminals Improvement

In arriving at the conclusions and recommendations enumerated below, the committee has endeavored to foresee and provide for the transportation needs of the St. Louis-East St. Louis Industrial District for a long period of years. Consequently the improvements contemplated by the recommendations are very extensive and cannot be consummated at once, nor in a short period of time. Some of the improvements should be undertaken immediately, others may not be required for several years. The improvements are so extensive that they must necessarily be extended over a considerable period of years.

It is most important, however, that the various affected interests agree upon definite plans and methods and that thereafter those plans and methods should be the goal toward which all improvements are directed. No step should be taken that would conflict with them.

The principal of unification as applied to the St. Louis and East St. Louis terminals has been retained, as far as economically practicable, in reaching the conclusions and recommendations expressed herein. Passenger traffic is already unified.

The committee recommends the complete unification of the classification and interchange of cars which constitutes approximately 85 per cent of the freight traffic.

The committee recommends that each railroad continue to serve the territory local to its own terminals in the St. Louis-East St. Louis Industrial District.

Passenger trains should, with the exception of the Wabash trains that use Delmar Station, be removed from the Merchants Bridge and from the congested freight terminals in North St. Louis.

EADS BRIDGE.

The Eads Bridge and tunnel should be abandoned for railroad traffic.

The Municipal Bridge should be provided with approaches and connections at the following points:

Eighth and Gratiot streets, St. Louis;

South approach to South St. Louis;

North approach to Relay Depot in East St. Louis;

North and south connections at Valley Junction, East St. Louis;

Twenty-ninth street, East St. Louis.

Passenger trains transferred from the Merchants and Eads bridges should be rerouted over the Municipal Bridge.

The Municipal Bridge should be used for such freight as can be handled over it more expeditiously than over other Mississippi River crossings.

The cities of St. Louis and East St. Louis and the railroads should negotiate for the exchange of the use of the Eads and Municipal bridges to accomplish the following:

(a) Upper decks of both bridges to be used for highway traffic free from toll;

(b) Lower deck of Municipal Bridge to be used for traffic of all railroads;

(c) Lower deck of Eads Bridge to be used for street railway and interurban traffic;

(d) The Eads Bridge and tunnel to be abandoned for steam railroad service.

The McKinley Bridge has the capacity for handling a great deal more freight than at present. This bridge should be provided with additional approaches and connections with the tracks of the city of St. Louis and Terminal Railroad Association in Hall street, St. Louis, with the tracks of the Wiggins Ferry, the C. & A. and the Southern Belt at Venice, and with the tracks of the Terminal Railroad Association and other lines north and east of Madison yard.

The communities on both sides of the river should negotiate with the owners of the McKinley Bridge for the elimination of tolls on the highway roadways.

Passenger trains using the Municipal Bridge should follow elevated routes through the congested freight terminals in the vicinity of Relay Depot, East St. Louis, connecting with surface tracks north of Bridge Junction, east of Relay Depot and south of Broadway, respectively.

At the junction of the elevated routes near the intersection of Main street and Broadway, East St. Louis, a new East Side Union Station should be built.

As a first step and as a part of the East Side approaches and elevated lines, a preliminary approach, meeting surface tracks under the present Broadway viaduct, should be constructed, affording trains access to the Municipal Bridge.

The Merchants Bridge Terminal elevated structure should be extended from its present terminus north along the river front, crossing North Market street overhead and connecting

UNION STATION.

with the surface tracks of the C., B. & Q. and the city of St. Louis tracks, used by the Terminal Railroad Association.

Passenger trains of the C., B. & Q. and the M., K. & T. should be removed from the congested surface tracks in the North St. Louis freight district and operated over the north extension of the Merchants Bridge elevated tracks.

The Merchants bridge Terminal elevated structure should be extended south to cross Rutger street overhead and to connect with the tracks of the Missouri Pacific and of the city of St. Louis, used by the Terminal Railroad Association in South St. Louis.

Elevated connection should be built at the river front between the south extension of the elevated and the Mill Creek Valley portion of the elevated.

The elevated tracks should be used for freight trains between North St. Louis, South St. Louis and the Mill Creek Valley.

The Poplar street track of the Missouri Pacific should be taken up between Seventh street and the river front when the traffic now handled over that track can be handled over the Merchants elevated tracks, extended to South St. Louis.

The railroads should acquire all property south of the Missouri Pacific in Mill Creek Valley as far as Gratiot street.

The Missouri Pacific yards should be relocated on the property thus acquired.

With the additional space thus provided the approaches to

the Union Station and the railroad facilities in the Mill Creek Valley should be enlarged as follows:

Station tracks should be lengthened;

Approach curves should be flattened;

Engine facilities should be moved west of the station;

All yards for passenger train cars should be moved west of the station;

A train yard for making up and breaking up passenger trains should be provided west of the station;

The inbound baggage room should be enlarged;

The express buildings should be rebuilt nearly double their present size;

New and enlarged facilities for handling mail and parcel post should be provided;

Additional tracks for handling mail, express and other head end cars should be provided;

At such time as the present train shed requires renewal it should be replaced by a modern train shed of the Bush type or umbrella type;

Station platforms should be widened and paved;

The midway should be widened;

Twentieth street, south of Market street, should be moved west to line up with Twentieth street, north of Market street, which will give 140 feet additional Union Station frontage on Market street;

The widening of Market street and the making of two blocks in front of Union Station into a plaza, as in the ordinance recently passed by the Board of Aldermen, should be carried out;

A suburban station should be constructed, facing Market street between Seventh and Ninth streets;

Automobile unloading platforms should be provided near Compton avenue, adjoining the automobile district.

The present system by which each road classifies its own inbound freight for direct delivery to each railroad with which it connects should be changed and the interchange of freight between railroads should be completely unified.

All railroads operating passenger trains into and out of St. Louis, use a single Union Station, which is owned by the Terminal Railroad Association of St. Louis, which comprises fifteen proprietary companies. However, all railroads, whether proprietary company or not, use the Union Station on exactly the same basis as to privileges, the cost of operating and maintaining the station being divided among owners and non-owners alike in proportion to the number of cars.

Eighteen railroad companies operate passenger trains in and out of the Union Station. The number of trains varies somewhat throughout the year, seasonal trains being added and taken off as necessity demands. A detail study of the December, 1920, time tables showed a total of 269 passenger trains each day.

In addition, the Wabash Railway operates 10 suburban passenger trains per day in and out of St. Louis that do not use the Union Station, their terminus being an uncovered track on the river front, at the foot of Olive street.

The St. Louis Union Station is one of the most beautiful and conveniently arranged union stations in the country. Numerous features of this station have been copied in the design of other stations, notably the Union Station of Washington, D. C., and the C. & N. W. Station in Chicago.

The North Market Street Municipal Dock should be completed according to the plans for its ultimate development as rapidly as the requirements of the river traffic necessitate.

The Mississippi River harbor lines should be moved east, south of the Municipal Bridge.

The Mississippi River should be straightened north of the Merchants Bridge.

The St. Louis Public Library

The St. Louis Public Library is the successor of the St. Louis Public School Library, a subscription library established in 1865. In 1893 the management was turned over to a Board of Trustees appointed by the Mayor, in accordance with the newly enacted State library law, and the title became "The St. Louis Public Library." Since that time the Library has been supported by a tax levied by the city and disbursed under the law by the Board of Directors.

The Library at present occupies a large central building, and six branch buildings, and operates other branches in rented quarters and a large number of deposit and delivery stations, embracing altogether 264 points at which books may be obtained and returned. Its book collection numbers 647,894 volumes and it circulates yearly over 2,000,000.

The present central building is one of the largest and finest in this part of the country, and was completed in January, 1912, at a total cost of about $2,000,000, towards which the late Andrew Carnegie materially contributed. The architect was Cass Gilbert, of New York. The building occupies the entire block bounded by Olive, Locust, Thirteenth and Fourteenth streets, originally part of a tract known as Missouri Park and used as the site of the old Exposition building, familiar to St. Louisans. It has four pavilions, one fronting on each of these four streets, and in addition a central pavilion standing in a court-yard so formed. The delivery hall, located in the central pavilion, is a room of great impressiveness and beauty, and the decoration and arrangement of the whole structure are exceptionally tasteful and attractive. The style is that of the French Renaissance.

The Library has special facilities for the use of books in its central and branch buildings and also gives them out for home use to any one having a reader's card. Any resident of St. Louis is entitled to a card, as well as anyone who pays taxes in the city or has office accommodations there. Non-residents who are near enough to reach the Library are allowed to use it at the nominal fee of $1.00 a year, and for distant readers, use can be arranged by inter-library loan.

The Library has about fifteen rooms which it gives free for the use of local organizations. About 4,000 meetings are held in these rooms during the course of the year. In this way the Library has become a sort of community club and a large body of citizens look toward it as their intellectual civic center.

ST. LOUIS PUBLIC LIBRARY.

Babies Born in St. Louis Have a Better Chance to Live Than Babies Born in Other Cities

That St. Louis is the healthiest city, and that babies born in St. Louis have a better chance of living to maturity than those of other cities, is shown by the following comparisons.

In 1872 the general mortality rate in St. Louis was 30, on the basis of deaths per thousand. In 1922 this rate had decreased to 12. The decrease every ten years since 1872 to the present is shown by the following table:

Year	Mortality per 1,000
1872	30
1882	20
1892	20
1902	16
1912	14
1922	12

The total number of deaths in 1922 was 9,222. If the rate of mortality of 1872 held true, the number would have been 23,850. This shows a virtual saving of 13,428 lives in St. Louis in 1922.

The health statistics show that in the general death rate from all causes, St. Louis is grouped in the first four cities in low death rate, separated by only seven-tenths of one per cent. The records of the various large cities follow:

Cleveland	11.8
Detroit	12.2
New York	12.3
St. Louis	12.5
Chicago	12.9
Philadelphia	14.5
Boston	14.6
Pittsburgh	15.8
Cincinnati	15.9
San Francisco	16.3
Baltimore	17.6

At first glance, the above figures do not seem to prove that St. Louis is the healthiest city. But it must be clearly understood that there is only .7 of 1 per cent difference between St. Louis and Cleveland. Not only this, but Cleveland has a large young population, consisting in a great measure of automobile mechanics working in the manufacturing plants and in the electrical trade; and the figures include a number of outlying suburban cities, where no congestion exists, while St. Louis figures include only the city proper, its corporation limits not having been extended since 1876.

As regards the Detroit and Cleveland figures, there are approximately over 450,000 young mechanics working in the automobile manufacturing plants, which more than accounts for the slight difference between the Detroit and Clevland figures and that of St. Louis.

There is only a difference of .2 per cent between the New York and St. Louis figures, and when it is considered that New York has the greatest influx of immigrants of any city in the world, this influx consisting mostly of the younger and more virile generation, and when it is understood that St. Louis is a city where people live and stay, this difference is more than accounted for.

St. Louis, the City of Better Babies

The acid test of a city's healthfulness is best indicated by the infant mortality rate, and it means something to you as either a resident of, or a visitor to, St. Louis to know that **babies born in St. Louis have a better chance to live to maturity than in any other metropolitan city in the United States.**

The infant death rate in St. Louis last year was 56 per 1,000, as compared with New York 74, Cleveland 75, Boston 77, Philadelphia 83, Detroit 87, Baltimore 89, Buffalo 93 and Pittsburgh 93. Compare thes figures with the general mortality statistics given above, and you will, without doubt, be convinced that St. Louis is justly entitled to the cognomen, "The Healthiest City."

The decrease in the infant death rate in St. Louis over a period of years is of interest also, as it indicates clearly that St. Louis is a pioneer among cities in caring for the health and welfare of its residents. In 1882 the infant death rate was 240 per 1,000, one death occurring among every four babies under 1 year of age. In 1922 infant death rate was 56 per 1,000, one death occurring in every seventeen babies. The average infant death rate for the United States is 77 per 1,000 of children born, one death occurring in every twelve babies. The St. Louis death rate is lower than the average for the United States. On the basis of 1882 infant death rate the deaths for 1922 in St. Louis would have number 3,732 instead of 835.

The reasons for this remarkable showing are manifest. In the first place, St. Louis supplies its residents with water which is unexcelled by any other metropolitan city in the world. The St. Louis waterworks has now a daily capacity of 190,000,000 gallons of filtered and purified water, the daily consumption being 102,000,000 gallons. St. Louis' rapid sand filter is the largest in the world. Yet St. Louis is not stopping here, but by the passage of a recent bond issue is building another immense addition, which, when completed, will be the best equipped waterworks system in the United States, sufficiently adequate to cope with the needs of a greatly increased population in future years.

Secondly, St. Louis has 875 miles of sewers, which have contributed greatly to its low death rate. Here again the passage of a recent $87,000,000 bond issue, of which $8,000,000 was appropriated for the improvement of sewers and $11,000,000 additional for the reclamation of streams which might through their flood waters imperil the safety and health of some of its residents, has shown St. Louis to be a pioneer among cities in all that makes for health and welfare.

Thirdly, all milk is rigidly inspected to assure freedom from disease of any nature; all milk must be thoroughly pasteurized and bottled in absolutely sanitary containers; free pasteurized milk is distributed by the various clinics and hospitals throughout the city for the use of our infant poor; and a well-equipped Health Department is continually controlling and supervising the supply of food and milk to all residents.

Fourthly, a well-equipped and efficient Health Department insures sanitary living conditions throughout the city. For a certain time every day a city doctor is to be found at every police station to vaccinate any residents upon request, to make physical examination and to test food products, either canned or in bulk.

Fifthly, St. Louis' climate is very favorable, as is evidenced by the following data. In this regard, these figures settle forever the oft heard argument that St. Louis is a "bake oven."

	Mean Temperature Jan.	Mean Temperature July	Mean Annual Precipitation	Average Wind Velocity
St. Louis	31° F.	79° F.	37.2 in.	11
New York City	30° F.	74° F.	44.6 in.	12
Boston	27° F.	71° F.	43.4 in.	11
Philadelphia	32° F.	76° F.	41.2 in.	10
Detroit	24° F.	72° F.	32.2 in.	11
Baltimore	33° F.	77° F.	43.2 in.	..
Chicago	24° F.	72° F.	33.3 in.	16

The mean annual temperature of St. Louis, over a 33-year period, is 56° F.

After all, health is largely a matter of knowledge, a matter of education, and St. Louis' dispensaries and clinics are second to none in their treatment and dissemination of public health information. Proper care is provided for the mother as well as the baby through the organization of municipal health centers with corps of nurses and physicians who make hundreds of visits to homes where help and guidance is needed, all of which results in an inestimable amount of good work in controlling illness and death among infants.

Moreover, St. Louis supports the greatest training school and modern hospital system in the world through the organization and maintenance of the Barnes Hospital group.

From the foregoing information, and other more detailed facts which will be found classified under other headings in this booklet, it is evident that St. Louis is a real city from the standpoint of health.

ST. LOUIS SCHOOLS

The World's Standard of Educational Excellence

Perhaps no element of her civic life in which St. Louis takes just pride is closer to the popular heart than the public school system. Repeatedly honored with medals and certificates of award of the highest rank by American and foreign world's expositions for excellence in various school activities, and spoken of in compliimentary terms whenever referred to by educators of prominence, the Public Schools of St. Louis may well be regarded as a great assct to this city and to the Mississippi Valley.

The St. Louis System embraces one hundred and forty-two educational units as follows:

2 Teachers' Colleges for the training of young women to hold teaching positions.
6 Senior High Schools.
1 Junior High School; 1 Intermediate School.
106 Elementary Schools.
2 Continuation or Part Time Schools.
3 Boys' Classes.
3 Open Air Schools.
1 School for Juvenile Court Wards.
Classes at each of the two City Hospitals, at the Koch Hospital, at the House of Detention, and at the City Sanitarium.
11 Special Schools
1 School for the Deaf.
Classes at Ridge Farm under the instruction of a St. Louis Public School teacher. (Ridge Farm is supported by the St. Louis Children's Hospital Association and is maintained for children suffering from incipient tuberculosis of the joints.)
Classes for semi-sighted.

St. Louis has been a center of progressive education for two generations. Many important movements which have exerted an influence upon education both in this country and abroad originated in St. Louis. The first kindergarten connected with public schools was founded in St. Louis forty-five years ago by Miss Susan Blow. The first manual training school in America was founded over forty years ago by Professor Calvin M. Woodward.

The present epoch of educational progress in St. Louis began with the granting of a new Charter to the Board of Education by the State Legislature. The execution of the will of the Board is lodged with the Superintendent of Instruction and four officers in charge of auxiliary departments. The latter are, the Commissioner of School Buildings, the Secretary and Treasurer, the Supply Commissioner, and the Auditor. Recommendations within the scope of the several departments originate with the heads of those departments, are presented for review and discussion to the various committees of the Board, viz., the Committee on Instruction, the Committee on School Buildings, the Commiittee on Finance, the Committee on Auditing and Supplies—and then placed before the Board of Education at its monthly meeting for final disposition.

The modern St. Louis type of elementary school building contains from 20 to 25 classrooms, a boys' and a girls' playroom, a boys' and a girls' gymnasium, not infrequently an auditorium or a combination auditorium, play-

STIX SCHOOL.

room and gymnasium; a manual training room, a room for instruction in cookery and other household arts and a kindergarten. It accommodates from 1200 to 1500 children.

Every public school in St. Louis is as nearly fireproof as human ingenuity can make it. The school stairways are usually carried in a fireproof well and provide a continuous and unbroken route from the various floors to the exits. The floors of hardwood rest upon concrete and the sleepers which carry the floors are imbedded in concrete. The determined and unhampered efforts of many persons extnding over a period of days and weeks would accomplish little toward destroying any one of these splendid buildings by fire.

As is indicated in the list of school units, sympathetic and intelligent attention is being devoted to the needs of children who suffer from mental or physical handicaps and every effort proper to their necessities is exerted to provide these unfortunates with the elements of a common school education.

The Compulsory Education Law now in force in the State of Missouri provides that children must attend school until fourteen years of age, or until sixteen if in the meantime they do not secure employment. The 49th General Assembly, in 1919, made provision for the establishment of Continuation Schools. These require the attendance, for four hours per week, of all employed boys and girls under sixteen who have not completed the eighth grade. Over 2,500 employed children are now in attendance at the Continuation Schools. One of these schools is located in the Jefferson School Building at Ninth and Wash Streets; the other at the Banneker School on Lucas Avenue. Besides presenting instruction in the common school branches, the Continuation School program offers courses in plumbing, auto-mechanics, household arts, machine shop practice, carpentry, pattern-making, printing, armature winding and electrical construction, millinery, business practice, stenography, and bookkeeping.

Separate schools are maintained for white and for colored children. The high schools have a course of instruction extending over four years. The Teachers' Colleges receive students who are graduates of the high school. Their course covers a year and a half of study and a half year of observation of methods and teaching practice. A complete system of evening schools in operation for a period of thirty-seven of the forty weeks of the regular school term are open to young men and women of sixteen years old and upwards. Children enter the kindergarten at the age of five and are usually ready for advancement to the grades at the age of six. The course of instruction in the grades covers eight years.

The school buildings of St. Louis are not closed at 4 p. m. when the regular exercisc of the school day are over. Meetings of citizens for public welfare or for recreation are frequent, the buildings belng placed at the service of organizations desiring to use them for such purposes.

More than 4,000 such meetings were held last year, attended by a total of more than 500,000 persons. In many buildings Social Centers are conducted weekly providing wholesome entertainment and instruction suited to old and young under a competent supervisor approved by the Board of Education.

Principals of the teachers' colleges, the high schools and the elementary schools have supervision of the teachers and general management of the schools. Though not required to teach they are held responsible for instructional methods pursued and for results accomplished in their respective schools.

In addition to the various classes of schools previously mentioned there are the following divisons of the Department of Instruction each directed by a supervisor. Their work and that of their assistants is briefly to make more efficient the work of instruction in the schools.

1. Attendance
2. Drawing
3. Educational Extension
4. Educational Museum
5. Household Arts
6. Kindergarten
7. Manual Arts
8. Music
9. Penmanship
10. Physical Training
11. Primary
12. Tests and Measurements
13. School Gardens
14. School Hygiene
15. Teachers' Library

Aside from their primary function of training teachers the teachers' colleges present extension courses both for teachers who wish to improve themselves in the technique of their profession and for those who wish to study for degrees. These extension classes are held in the afternoon at an hour convenient to teachers after the close of the elementary and high schools, on Saturday and for six weeks during the vacation term.

A system of summer schools is also maintained. These present courses in the academic studies for pupils who for various reasons have suffered retardation in their studies and for children who elect manual or recreational activities. During the summer of 1922 there were registered in the academic courscs 11,407 pupils and in the manual and recreational activities 11,115 pupils.

Reference has been made to the efforts put forth to provide the mentally or physically handicapped children with the elements of a common school education. Help in this direction of a very valuable character is being rendered by groups of philanthropic women who have established milk stations and lunch rooms in various schools, particularly in the congested districts of the city. Here milk is furnished at cost and likewise a hot and nourishing luncheon at the noon hour for children who would otherwise be compelled to eat a cold luncheon or go without.

CLEVELAND HIGH SCHOOL.

Why St. Louis Is the Real Convention City

The St. Louis Convention, Publicity and Tourist Bureau was organized in May, 1909. It was incorporated in 1910. Only twelve (12) conventions were held here as a result of the work of the bureau for the first year and St. Louis was not regarded seriously as a convention city until the year 1916 when it was reorganized. Before the re-organization St. Louis was practically unknown as a convention city.

Today St. Louis is the third convention city of the United States with only New York and Chicago leading in the order named. From 1909 to 1915 there were only 611 conventions held here, or an average of 87 per year.

From 1916 to 1922, inclusive, there have been 1799 conventions held here, or an average of 257 conventions per year. An increase due entirely to the fact that the business men of St. Louis have been convinced that conventions are an asset to the city, as well as the fact that the bureau is recognized as the largest and best organized convention bureau in the United States.

The Chief Purpose.

The chief purpose of the bureau is to invite conventions and other public and quasi-public gatherings to hold their meetings in the city of St. Louis so that its citizens may be educated and intellectually benefited by all matters and things appertaining to education, history, science and literature, or whatever is incidental to or promotive of such subjects; further, to encourage the rpinting and circulating of all papers read and debated at such meetings on educational and scientific subjects which tends or conduces to the public advantage in relation to any or several of the subjects stated.

The St. Louis Convention, Publicity and Tourist Bureau is an organization that was built not only for the purpose of securing conventions but to render them a service after they have been secured.

Meeting Places.

Remember St. Louis, if you are a member of an organization ready to select a convention city. Consider the facilities of St. Louis; you will make no mistake by voting for the "Logical Convention City of the United States."

St. Louis has meeting places of any size for the average state or national convention and some meeting places for those a little above the average. When the new Municipal Auditorium is erected St. Louis will be able to meet the requirements of any convention.

The Coliseum, built of concrete, steel and glass, is entirely fireproof. The building itself fronts 320 feet on Jefferson Avenue, 211 feet on Washington Avenue and 164 feet on Locust Street. There are 30,000 square feet available for exhibition space, with special demountable mezzanine equipment, permitting a total of about 55,000 square feet for this kind of space. The arena and second floor contain large committee rooms. The balcony and galleries are provided with separate entrances. The acoustic qualities are perfect. Grand Opera has been given successfully in this auditorium to delighted audiences. Two main street car lines pass the Coliseum door, with transfer privileges to all parts of the city, for one fare. The Coliseum is also within easy walking distance of the downtown hotels. The seating capacity is nearly 13,000.

Other Meeting Places.

Fifty-one other meeting places with a seating capacity running all the way from 200 to 3,500 are available.

Hotels.

And when it comes to hotel accommodations for the convention delegates or visitors, St. Louis is there with the other convention cities, wth a lead on many of them in this respect.

St. Louis has 165 hotels in addition to a large number of first-class rooming and boarding houses and apartments for transient visitors. The capacity of 22 of the leading hotels is 15,000. Auditoriums with seating capacity of from 20 to 1,500, equipped with meeting rooms of any size desired, are located in many of the St. Louis hotels.

Hotel Rates.

It is a known fact that the hotel rates in St. Louis are among the lowest in the country. Visitors are assured of ample and comfortable hotel accommodations at practically the lowest rates prevailing throughout the United States.

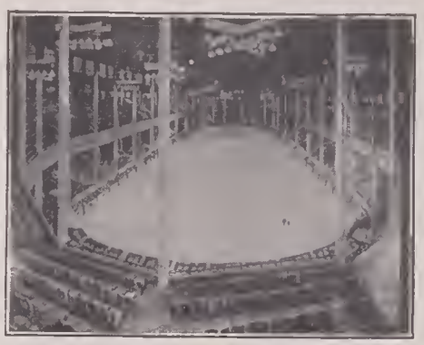
The sterling records of hotel managements are assurances that every courtesy will be afforded to visitors and delegates to conventions.

The St. Louis Convention, Publicity and Tourist Bureau

By FRANCIS E. TURIN

How Managed.

The affairs of the bureau are managed by the officers, Secretary and General Manager and his staff and the Board of thirty (30) directors. All of the directors are outstanding business men representing various lines of business. The annual budget of the bureau is approximately $70,000 and the bureau guarantees meeting places to organizations holding conventions in St. Louis, handles the publicity and co-operates in a thousand and one other ways.



INTERIOR VIEW OF COLISEUM.

It is estimated that the bureau is responsible for a transient population of over 200,000 per year, and that the delegates and visitors who attend conventions held in St. Louis spend nearly $6,000,000 annually, such expenditures being for hotel and incidental expenses. The bureau has it on record that for one year only, the delegates and visitors to conventions spent $20,000,000 in wholesale and retail purchases.

HOTEL STATLER.

Why Do They Come to St. Louis?

The convention department of the bureau is in direct contact with over 3,000 organizations as prospects for St. Louis conventions, developing a local interest, which is one of the most difcult things the bureau has to do. Sometimes it has taken from three to four years to get local co-operation because the convention bureau officials cannot invite conventions without the hearty support of local members.

The service rendered by the bureau makes it easier for the local organization acting as host due entirely to the system of co-operation of the different departments of the bureau. The bureau even goes to the extent of furnishing an official hostess to see that the ladies are taken care of.

The service rendered to conventions of the past by the convention and tourist department of the bureau is insurance to the conventions of the future that they will not make a mistake in selecting St. Louis as the convention city.

In order to properly carry out the purposes outlined, the bureau maintains an extensive publicity department. The publicity department of the bureau was organized 1919 and since its organization, due to the co-operation of the papers of St. Louis, the Associated Press, International News Service and the United Press, has been responsible for nearly 5,000,000 lines of local and national publicity on conventions, etc., held in St. Louis.

The bureau distributes over 500,000 pieces of literature annually throughout the United States.

The offices of the bureau are located in suite 507 Commercial Building, Sixth and Olive Streets. The telephone numbers are (Bell) Olive 1023-1024 and (Kinloch) Central 411.

Staff of Bureau.

Charles F. Hatfield, secretary and general manager.

Francis E. Turin, director of membership and publicity.

Frederick H. Rein, director of conventions and tourists.

Charles F. Hatfield, the secretary and general manager of the bureau is recognized as the convention expert of the United States. The bureau has made remarkable strides under his management which began in 1916.

In conclusion, any article on the conventions' bureau would be incomplete without reference to this tireless and efficient worker for St. Louis. Mr. Hatfield resigned important business connections in St. Louis immediately following the World's Fair, taking up special publicity campaigns from his office in Chicago and was for three years the Eastern Representative of the Panama-Pacific Exposition, having charge of taking the conventions to San Francisco in 1915, breaking all records. After closing out his connections with the Panama-Pacific Exposition many cities tried to secure his services, as he had become recognized as a convention expert, but because of his love for St. Louis, he accepted the position of Secretary and General Manager of the St. Louis Convention, Publicity and Tourist Bureau which he has built up from a small organization which had been securing less than one hundred conventions a year to an organization three or four times the size of any similar bureau in this country responsible for the procuring of over three hundred conventions per year for St. Louis.

Mr. Hatfield is active in all civic life in St. Louis. He is a member of the Chamber of Commerce, Advertising Club, Optimist Club, in addition to holding many national positions such as President of the Community Advertising Department, Associated Advertising Clubs of the world to which he has just been elected for the fifth term. He is Vice-President of the American Travel Development Association; Secretary of the Outdoor League of America; member of the Chamber of Commerce of the United States; National Association Commercial Organization Secretaries and past President of the National Association of Convention Bureaus.

St. Louis—The Best Equipped City

By FRANK E. LAWRENCE, Jr., Secretary City Plan Commission

By the authorization of bonds to the extent of approximately $87,000,000, February 9th, 1923, the citizens of Saint Louis have to all intents and purposes issued a challenge to other American communities in providing better facilities for the transaction of business and satisfactory living conditions—for this mammoth program of municipal improvement embraces every phase of community development—wider and more direct thoroughfares, adequate street lighting, grouping of public buildings, new public markets, construction of new sewers and reconstruction of old sewers, elimination of grade crossings, establishment of civic centers and improvement of existing parks as well as providing for the acquisition of land for new parks and playgrounds.

This great program includes improvements that had their origin in the City Plan Commission, and assures to St. Louis the most practical city planning of any American city up to this time.

With the rapid increase in the volume of vehicular traffic on the streets of this city there was created a congestion that soon placed all parts of the community under a distinct handicap, resulting from the inability to have quick access between the various sections because of the insufficient widths of roadways and lack of direct arteries.

NEW SCOTTISH RITE CATHEDRAL (NOW UNDER CONSTRUCTION).

The City Plan Commission made a survey of the street system and the needs for more direct communication between the various sections of the city, and this survey resulted in recommendations for the widening, opening and extension of thoroughfares, comprising in all 86 miles. For the greater portion of this work, now under condemnation proceedings, there was included in the recent bond issue approximately $8,000,000 for the city's share of the cost of the street widening program. The completion of this program will insure a street system fully adequate to meet the demands of a well regulated city of possibly 2,000,000 people.

With a view to facilitating the carrying on of public business there has been adopted a plan for the grouping of all public structures in the city, facing on a plaza dedicated to the citizen soldiers of St. Louis. As a nucleus of this group there is the present City Hall, Municipal Courts Building and the Public Library. By the approval of the recent bond issue it is certain that a new Courthouse, at a cost of $4,000,000, a Municipal Auditorium and Convention Hall, with a seating capacity of 12,000 to 15,000, at a cost of $5,000,000, and a Soldiers' Memorial Building, at a cost of $1,000,000, will be erected, with a Hall of Records building, a Federal Office building and two smaller buildings—a Board of Education building and downtown museum—to be erected at a subsequent date for the completion of the group. It is estimated that the cost of the acquisition of land for the Memorial Plaza, comprising nine city blocks of an area of 27 acres, will be $5,000,000. So that the completion of this grouping scheme involves an expenditure of $15,000,000.

Under the old order existing in St. Louis, the visitor arriving at Union Station would get a most unfavorable impression of St. Louis. The first sight obtainable was that of Market street with its rookeries and other unsightly conditions. That condition is to be no longer allowed, for the citizens have decided by their vote that a plaza, one block wide and two blocks long, shall be the first view of the stranger within our gates. This open space will also relieve traffic congestion around Union Station, the main entrance to the city.

St. Louis is noted for being one of the healthiest cities in the world, and to retain that enviable reputation extensions to the present park acreage will be carried on under bond issue authorization; expansion of hospital facilities undertaken, erection of new public markets as well as the repairing of existing markets in order to provide the best sanitation possible, elimination of grade crossings, reducing the chance for possible injury, and the construction of new sewers in all sections of the city.

All of these improvements have a direct relation to the health and prosperity of the community, and St. Louis, once these improvements are completed, will be in the forefront of modern, well regulated cities.

Within close proximity to the great southwest trade territory, near the center of population, with many of the great railway systems of the United States converging at this point, low freight rates, short hauls to approximately fifty million people, bordered on all sides with coal fields, mineral deposits and great agricultural areas, St. Louis' future offers attractions that cannot be found in any other city of the United States, and it is evident from the large number of inquiries that the people outside of St. Louis are beginning to appreciate the wonderful possibilities in this center.

ATHLETICS, Municipal.

"Recreation for Every Citizen and Every Citizen for Recreation."

The City of St. Louis fosters and encourages for the benefit of its citizens a great variety of forms of athletics under the direct supervison of the Division of Parks and Recreation.

Among the many forms of athletics and recreation for which facilities are offered are: Baseball, Basket-Ball, Golf, Track and Field Boxing, Soccer, Wrestling, Tennis, Rowing, Football. Swimming, Horseshoe Pitching, Bicycle Racing.

St. Louis admittedly leads in municipal athletics, as commissions from other leading cities have studied the system in practice here with a view of adoption.

St. Louis has won the national Muny Championship in a number of branches of athletics.

The spirit of St. Louis municipal athletics is embodied in the maxim, "Play the Game Hard, but Fair, and in Defeat be a Good Loser."

BILLIARD HALLS (Leading).

Arata's—3604 Olive.
Broadway Pocket Billiards—111 N. Broadway.
Corse, Lee—4961 Delmar Boul.
Delmar Billiard Hall—5865 Delmar Boul.
Grand Billiard Hall—515 Market St.
Grand-Park Billiard Hall—3554 Park Ave.
Layton-McEniry Recreation Co.—3630 Olive St.
Pesch's Billiard Hall—208½ N. 8th St.
Peterson's Billiard Parlor—218 N. 7th St.
Pohtos, Nick—3562 Olive St.
Rex Billiard Hall—109 N. 6th St.
Spirros, Thos.—4918 Delmar Boul.

BOATING.

Forest Park Lagoons—Forest Park.
Carondelet Park—Colorado and Kansas Sts.
Creve Coeur Lake—Creve Coeur Lake.
Fairground Park—Grand and Natural Bridge Ave.
O'Fallon Park—Florissant and Adelaide Aves.
Meramec Highlands—Meramec Highlands.

BOWLING ALLEYS (Leading).

Benton Park Bowling Alleys—2316 Crittenden.
Byrne, Bobby—Metropolitan Bldg.
Compton & Shenandoah—3151 Shenandoah.
Congress Bowling Alley—902 Washington.
DeSoto-Vernon Alleys—5305 Vernon.
Grand-Arsenal Bowling Alleys—3602 Arsenal.
Grand & Gravois Bowling Alley—3547 S. Grand.
New Palace Bowling Alleys—3903 Olive.
Peterson's Bowling Alleys—218 N. 7th.
Rex Bowling Alley—111 N. 6th.
St. Louis Bowling Assn.—1441 Cass.
Stein, Jr.—4112 Chouteau.
Washington Bowling Alleys—8th & Washington.
Wellston Bowling Alley—6225 Easton.

BOXING AND WRESTLING.

Professional bouts are arranged during the fall and winter months at various of the athletic clubs, as well as at the Coliseum.

CLUBS (Leading).

ATHLETIC.

South Broadway Athletic Club—7th and Shenandoah.
Southern Athletic Club—7220 Michigan Ave.

CIVIC.

Advertising Club of St. Louis—Statler Hotel.
Better Business Bureau of St. Louis—Statler Hotel.
City Club, The—911 Locust St.
Kiwanis Club—Pierce Bldg.

COUNTRY.

Arch Country Club—North and South Road.
Algonquin Golf Club—Berry Road.
Bellerive Country Club—Normandy, Mo.
Glen Echo Country Club—Normandy, Mo.
Log Cabin Club—Clayton Road, St. Louis County.
Normandy Golf Club—St. Charles Rock Road.
North Hills Country Club—Hunt and Melrose.
Riverview Club—11050 Rivervlew Drive.
St. Louis Country Club—Price and Labadie.
Sunset Hill Country Club—Gravois and Kennerly.
Westwood Country Club—Glendale.

GOLF.

Algonquin Golf Club—Berry Road.
Bellerive Country Club—Normandy, Mo.
Bogey Golf Club—Clayton Road, west of Price Road.
Forest Park Golf Club—Lindell Pavillon, Forest Park.
Glen Echo Country Club—Normandy, Mo.
Normandy Golf Club—St. Charles Rock Road.
North Hills Country Club—Hunt and Melrose.
St. Louis Country Club—Price and Ladue.
Triple A Club—Tierney Hill, Forest Park.
Westwood Country Club—Glendale.

MISCELLANEOUS.

Automobile Club of Missouri—3230 Locust Blvd.
College Club of St. Louis—5428 Delmar Blvd.
Columbian Club—3909 Lindell Blvd.
Elks Club—3619 Lindell Blvd.
Liederkranz Club—2163 S. Grand Blvd.
Missouri Athletic Assn.—407 Washington Ave.
Moose Club—3830 Olive St.
Noonday Club—Security Bldg.
Optimists Club—914 Pine St.
Racquet Club—476 N. Kingshighway.

EXCURSIONING ON THE MISSISSIPPI.

Rotary Club of St. Louis—Statler Hotel.
St. Louis Woman's Club—4600 Lindell Blvd.
Town Club—Century Bldg.
University Club—Grand and Washington.

MOTOR BOAT.

Carondelet Motor Boat Club—6700 S. Levee.

ROWING.

Baden Rowing Club—Columbia Bottom Road.
Central Rowing Club—Foot of Madison St.
Century Boat Club—5500 S. Broadway.
North End Rowing Club—Foot of Ferry St.
St. Louis Rowing Club—Levee and Chouteau.
St. Louis Rowing Club—2621 S. Wharf.
Western Rowing Club—5000 S. Broadway.

DANCING.

Arcadia Dancing Academy—3523 Olive St.
Castle Dancing Academy—29th and Olive St.
Chase Hotel—Kingshighway and Lindell.
Forest Park Highlands (Summer months)—Opposite Forest Park.
Manion's Park (Summer months)—8600 S. Broadway.
Melbourne Hotel—Grand and Lindell.
Mueller's Park (Summer months)—5810 Gravois.
Rodenberg's Grove (Summer months)—6212 N. Broadway.
Statler Hotel—9th and Washington.
Trimp's Hall—4458 Delmar Boul.
Westminster Hall—3806 Olive St.

FISHING.

Burns' Mill—Gravois Road.
Cedars, The—Barnhart, Mo.
Creve Coeur Lake—Olive St. Road.
Dardenne Creek—West of St. Charles, Mo.
Femme Osage Creek—Defiance, Mo. (M. K. & T. Ry.).
Indian Creek—St. Clair, Mo.
Joachim Creek—Horine, Mo.
Long's Lake—Illinois.
Morse's Mill—Gravois Road.
Murdock Lake—Illinois.
Pittsburg Lake—Illinois.
Spanish Lake—Bellefontaine Road.
Weber Lake—St. Charles, Mo.

Also refer to p. 39 "Vacations in the Ozarks".

GOLF COURSES.

Municipal—An 18-hole and a 9-hole course are located in Forest Park, free of charge to the public. Permit is required (good for one year), which can be secured through personal or written application to the Park Department.
Private—For list of private golf courses refer to list of "Golf Clubs," this section.

AMUSEMENT PARKS.

Forest Park Highlands—Oakland Ave., opposite Forest Park.
Creve Coeur Lake—Creve Coeur, Mo.
Triangle Park—4100 S. Broadway.
Mannion's Park—8600 S. Broadway.
Normandy Grove—Natural Bridge Rd.
Meramec Highlands—End of Manchester Line.
Rodenberg's Grove—5212 N. Broadway.

BASEBALL PARKS (Leading).

Sportsman's Park (American and National Leagues)—Grand and Dodier.
American League (Browns)—Grand and Dodier.
National League (Cardinals)—Grand and Dodier.
High School Field—Grand and Laclede.
St. Louis Stars Baseball Park (Colored)—3119 Market St.

Note: There are very many baseball diamonds for amateur games located throughout the city and also in Forest Park, Fairground Park, O'Fallon Park and Carondelet Park.

MUNICIPAL PARKS (Leading).

The following are under the Parks and Recreation Division, Department of Public Welfare, Room 331 Municipal Courts Bldg., which issues permits for the use of recreational facilities:

Bellerive Park (5.67 acres), Broadway and Bates. Imposing view of the mighty Mississippi.
Buder Recreation Camp, Valley Park, St. Louis County (139.05 acres) on the beautiful Meramec. Bathing, boating and picnic grounds.
Carondelet Park (180 acres), Colorado, Southwest, Kingshighway and Loughborough Aves. Recreational facilities: Tennis, baseball, football, boating, skating and picnic grounds. Band concerts.
Chain of Rocks Park (29.76 acres) on Rivervlew Drive at the Water Works. Recreational facilities: Tennis and picnic grounds. Imposing view of the Mississippi.
Christy Park (32.37 acres), Kingshighway Southwest.
Compton Hill Reservoir Park (35.80 acres), Grand, Louisiana, Lafayette and Russell Aves.
Fairgrounds (131.46 acres), Grand, Fair, Natural Bridge and Kossuth Aves. Recreational facilities: Tennis, baseball, bicycle course, hurling fields, horseshoe pitching ground, playgrounds, boating, swimming, skating and club house. Band concerts.
Forest Park (1,380.41 acres), Kingshighway, Skinker, Lindell and Oakland Aves. Recreational facilities: Tennis, golf, basket-ball, outdoor and indoor baseball, cricket, polo, handball, football, skating, boating, picnic grounds, aviation field, bridle-paths, zoo, bird cage, fishery, greenhouses, municipal theatre, municipal art museum. Jefferson Memorial Historical Bldg. Band concerts.
Francis Park (60.39 acres), Donovan and Eichelberger.
Lucas (Sunken) Garden (1.09 acres), 13th and Locust.
Missouri Botanical Garden (Shaw's Garden) (125 acres), Tower Grove and Magnolia Aves. Leading Botanical Garden in the United States, having the greatest variety of specimens.
O'Fallon Park (166.60 acres), Broadway, Florissant, Adelaide, Taylor and Carrie Aves. Recreational facilities: Tennis, baseball, football, boating, skating, bath-house, picnic grounds. Band concerts.
Penrose Park (49.93 acres), Kingshighway and Penrose.
Shaw's Garden (See Missouri Botanical Garden).
Sherman Park (22.04 acres), Easton, Cote Brilliante, Kingshighway and Academy Aves. Recreational facilities: Tennis, baseball and football. Band concerts.

Coasting Down
Art Hill,
Forest Park

A Pause in
the Day's
Recreation

A Picturesque Spot—
Entrance to
Shaw's Garden

Tower Grove Park (266,67 acres), Kingshighway, Grand, Magnolia and Arsenal Aves. Recreational facilities: Playgrounds, rest house, tennis, baseball and football.
Washington Square (13.45 acres), 12th and Market.

NEIGHBORHOOD PARKS.

The following small parks have walks, drives and periodic band concerts:
Benton Park (14.30 acres), Wyoming, Arsenal, Illinois and Jefferson Aves.
Clifton Heights (4.40 acres), Simpson and Clifton Aves.
Fountain Park (1.50 acres), Aubert, Bayard and Fountain Aves.
Jackson Park (1.62 acres), 11th and N. Market.
Laclede Playground (2.05 acres), Kennerly, near Goodfellow.
Leffingwell Playground (0.66 acre), Leffingwell and Lawton.
Lyon Playground (1 acre), Broadway and Arsenal.
Manchester Playground (4 acres), Sublette and Arsenal.
Mullanphy Square (1.92 acres), 10th and Mullanphy.
Murphy Playground (6 acres), 19th and Cass.
O'Fallon Playground, 15th and O'Fallon.
Papa Club Playground (0.50 acre), Clark, near 14th St.

FAIRGROUNDS OPEN AIR SWIMMING POOL.

Gravois Park (8.20 acres), Louisiana, Compton, Miami and Potomac Sts.
Hyde Park (11.84 acres), Bremen, Salisbury, Blair and Twentieth Sts.
Lafayette Park (29.95 acres), Mississippi, Missouri, Park and Lafayette Aves.
Lyon Park (10.92 acres), Arsenal, Utah, Second and Broadway Sts.
Manchester Park (13.52 acres), Arsenal, Southwest and Sublette Aves.
Riverside Park, Mississippi River, Broadway, Doven and Fassen Sts.
St. Louis Place Park (14.13 acres), Twenty-first, Rauschenbach, Benton and St. Louis Ave.
South St. Louis Square, Broadway and Courtois.
Pontiac Playground (1.91 acres), 9th and Ann.
Riddick Playground (0.56 acre), Whittier and Evans.
Soulard Place (1.94 acres), 7th and Soulard.
Tandy Playground (5.60 acres), Pendleton and Cottage.
Yeatman Playground (3.46 acres), Glasgow and North Market.
(For Colored Children)
Dumas Playground, Lucas and Twentieth Sts.
Kennerly Playground, Pendleton and Kennerly.
Pine, Pine and Twenty-third Sts.

PICNIC GROUNDS.

Carondelet Park—Colorado, corner Kansas St.
Chain of Rocks Park—Same as Waterworks Park.
Creve Coeur Lake—Olive-Delmar car to Creve Coeur Lake cars.
Fairgrounds Park—Grand and Natural Bridge Ave.
Falling Springs Park, Ill.—Waterloo car at Eads Bridge.
Forest Park—Oakland Ave. or Skinker entrance.
Forest Park Highlands—Berthold and Sublette.
Mannion's Park—8600 S. Broadway.
Meramec Highlands—Manchester car or Frisco Railroad.
Mueller's Park—5810 Gravois.
Normandy Grove—Kirkwood-Ferguson car.
O'Fallon Park—Florissant and Adelaide Ave.
Ramona Park—Kirkwood-Ferguson car.
Rodenberg's Grove—6212 N. Broadway.
Spanish Lake—North on Bellefontaine Road.
Tower Grove Park—Grand and Arsenal St.
Triangle Park—4100 S. Broadway.
Waterworks Park—Broadway car (north) to Waterworks car line.

PLAYGROUNDS, Municipal.

Blow Playground (1.62 acres), Virginia and Blow.
Buder Memorial Square (2.31 acres), Ewing and Rutger.
Carnegie Playground (1 acre), Indiana and Utah.
Carr Square (2.30 acres), 15th and Wash Sts.
Columbus Square (2.16 acres), 10th and Carr Sts.
Dakota Park (1.50 acres), Michigan and Dakota Sts.
Davis Playground (1.70 acres), Davis and Michigan. Sts.
De Soto Place (1.64 acres), 23rd and O'Fallon Sts.
Fairground Playground (3.00 acres), Grand and Natural Bridge.
Eagle Packet Co.—Foot of Locust St.
Fairmont Playground (1.97 acres), Shaw, west of Kingshighway.
Fox Playground (1.12 acres), Victor and Iowa.
Franz Playground (4.67 acres), Mitchell and Prather.
Gamble Square (1.15 acres), Gamble, near Garrison.

BEST POINTS IN ST. LOUIS FOR OBSERVING PANORAMIC VIEWS OF THE CITY AND SURROUNDINGS.

Art Hill in Forest Park.
Bellerive Park.
Chain of Rocks Park.
O'Fallon Park, northeastern part.
Eads Bridge, east span.
Municipal (Free Bridge), center span.
Railway Exchange Bldg., Observation Tower.
Reservoir Park Water Tower (By permission Water Department).

RIDING ACADEMIES.

Missouri Stables—4301 W. Clayton Ave.
Missouri Stables—5248 Oakland Ave.
Kentucky Riding Schools—5078 Easton Ave.
Stephenson's Riding Academy—4041 Cook Ave.

ROOF GARDENS.

Hotel Statler, 9th and Washington.
Hotel Melbourne, Grand and Lindell.
Forest Park Highlands, Forest Park (Oakland Ave.).

RUGBY FOOTBALL PARKS.

Sportsman's Park—Grand and Dodier.

SOCCER FOOTBALL FIELDS (Leading).

(FOR PROFESSIONAL GAMES.)
High School Field—Grand and Laclede.
The baseball parks throughout the city and 18 of the baseball diamonds throughout the leading Municipal Parks are converted into soccer fields in season.

SKATING RINKS.

ROLLER SKATING.
Palladium, Grand and Finney.

ICE SKATING.
Winter Garden, DeBaliviere and Delmar.

STEAMBOATS.

EXCURSION STEAMERS.
J. S.—Foot of Washington Ave.
St. Paul—Foot of Washington Ave.

PASSENGERS AND PACKET.
Belle of Calhoun—Olive and Wharf.
Federal Barge Line Service—Foot of N. Market St.
Mississippi Warrior Service—River Section, East St. Louis, Ill.
Mississippi & Ohio Steamboat Co.—415 Chestnut St.
St. Louis & Tennessee River Packet Co.—Foot of Pine St.

SWIMMING POOLS AND BATH HOUSES, Municipal.

The following swimming pools are under the Parks and Recreation Division, Department of Public Welfare, and are FREE of charge. Lifeguards provided for each pool. These are convertible into gymnasia during the winter months. Ice skating is provided for on the outdoor pools, in season:

OUTDOOR POOLS.
Fairgrounds—Grand and Natural Bridge Aves.
Marquette—Osage and Minnesota Aves.

INDOOR POOLS.
Soulard—Seventh and Soulard Sts.
Mullanphy—Eleventh and Mullanphy Sts.
Abraham Lincoln Center—3006 Lucas Ave. (For Colored.)

BATH HOUSES.
City Bath House No. 1—1114 North Tenth St.
City Bath House No. 2—1620 South Seventh St.
City Bath House No. 3—1301 North 23rd St.
Mullanphy Bath House—1510 North Eleventh St.
City Bath House No. 4—3006 Lucas Ave. (For Colored.)

PRIVATE SWIMMING POOLS.
Forest Park Highlands, Forest Park (Oakland Ave.).
Lorelei, Olive and Taylor.
Crystal, 3407 Cook Ave.
Tower Grove, Grand and Juniata.

TENNIS COURTS, Municipal.

The City maintains for the use of the public, free of charge, 91 Tennis Courts located in the majority of Public Parks and also in some of the Neighborhood Playgrounds throughout the city. A battery of Night Tennis Courts are also provided in Forest Park.

Permit is required (good for one year), which can be secured through personal or written application to the Park Department.

THEATRES.

BURLESQUE.
Gayety Theatre—14th and Locust Sts.

LEGITIMATE.
American Theatre—7th and Market Sts.
Empress Theatre—3620 Olive St.
Shubert-Jefferson—12th and Locust Sts.

MOTION PICTURE, Principal.
Capitol Theatre—101 N. 6th St.
Criterion Theatre—207 N. Broadway.
Delmonte Theatre—5630 Delmar Blvd.
Fox-Liberty Theatre—3627 Delmar Blvd.
Lyric Theatre—114 N. 6th St.
Mikado Theatre—5955 Easton Ave.
Missouri Theatre—Grand and Lucas.
New Grand Central Theatre—706 N. Grand Blvd.
Pageant Theatre—5851 Delmar Blvd.
Pershing Theatre—5917 Delmar Blvd.
West End Lyric—4819 Delmar Blvd.
Rivoli—210 N. 6th St.

MUSICAL.
Odeon Theatre—1042 N. Grand Blvd.
Municipal Open Air Theatre—Forest Park.

VAUDEVILLE.
Columbia Theatre—6th and St. Charles.
Empress Theatre—3620 Olive St.
Grand Opera House—514 Market St.
Orpheum Theatre—9th and St. Charles Sts.
Rialto Theatre—318 N. Grand Blvd.

WADING POOLS, Municipal.

Buder Memorial Square (two)—Ewing and Rutger Sts.
Blow Playground—Virginia and Blow Sts.
Carr Playground—15th and Wash Sts.
Dakota Park—Michigan and Dakota Sts.
Columbus Square—10th and Carr Sts.
De Soto Place—23rd and O'Fallon Sts.
Fairground Playground—Grand and Natural Bridge.
Gamble Square—Gamble, near Garrison.
Hyde Park—Blair and 20th Sts.
Lyon Playground—Broadway and Arsenal.
Murphy Playground—19th and Cass Sts.
Pontiac Playground—9th and Ann Sts.
St. Louis Place—21st and Rauschenbach Sts.
Yeatman Playground—Glasgow and North Market.

PARK CONCERTS.

During the months of June, July and August concerts are periodically provided for in various public parks, neighborhood parks and playgrounds, the schedule of which is reported regularly in the newspapers. During the months of June, July and August concerts are presented at the Pavilion in Forest Park each Sunday between the hours of 7 and 10 p. m.; at Lafayette Park every Wednesday evening during the months of July and August between 7 and 10 p. m.

ART MUSEUM—FOREST PARK.

NIGHT TENNIS—FOREST PARK.

SUNKEN GARDEN—PUBLIC LIBRARY.

A GLIMPSE IN THE RESIDENTIAL SECTION.

WEEK END—ON THE MERAMEC.

Miscellaneous Information

ART GALLERIES.

Art Museum—Forest Park.
Artist's Guild—Union and Enright.

AUTOMOBILE TOURISTS' CAMP.

The St. Louis Free Automobile Tourists' Camp in Forest Park offers splendid camping facilities for persons visiting St. Louis by automobile. The camp is located in the wooded section in the southwestern part of the park, and is provided with camp stoves, city water, cooking facilities, etc. Small stores within two blocks will supply camping needs, and splendid driveways and street car lines make the big downtown stores easily accessible for shopping tours.

The camp is within walking distance of the Art Museum, St. Louis Zoo, Public Golf Links, Municipal Open-Air Theatre, and Jefferson Memorial, in Forest Park.

AVIATION FIELDS.

1. Scott Field, Belleville, Ill.
2. Lambert Field, Bridgeton, Mo.
3. Forest Park Field.

BANKS AND TRUST COMPANIES.

Refer to the Classified Section (Yellow Pages) of the Bell Telephone Directory under the classifications of "Banks" and "Trust Companies".

BRIDGES.

Eads Bridge, 3d and Washington.

West Approach	1,138 ft.
Span	1,638 ft.
East Approach	3,676 ft.
Total Length	6,452 ft.

Free Bridge, Ft. of Chouteau Ave.

Railroad Approach:	
West Approach	2,918 ft.
Span	2,022 ft.
East Approach	13,328 ft.
Total Length	18,268 ft.
Wagon Approach:	
West Approach	2,800 ft.
Span	2,022 ft.
East Approach	5,388 ft.
Total Length	10,210 ft.

Merchants' Bridge, Ft. of Ferry St.

West Approach	3,540 ft.
Span	1,567 ft.
East Approach	5,388 ft
Total Length	10,495 ft.

McKinley Bridge, Ft. of Salisbury St.

West Approach	1,550 ft.
Span	1,565 ft.
East Approach	3,050 ft.
Total Length	6,165 ft.

BUILDINGS, Office.

Advertising, 1627 Locust.
Allen, N. W. cor. Broadway & Market.
Arcade, 8th & Olive.
Bank of Commerce, Broadway & Olive.
Benoist, N. E. cor. 9th & Pine.
Boatmen's Bank, Broadway & Ollve.
Board of Education, 9th & Locust.
Calumet, 114 N. 7th.
Carleton, N. E. cor. 6th & Olive.
Caxton, 206 Olive.
Central National Bank, 7th & Olive.
Century, 313 N. 9th.
Chamber of Commerce, 511 Locust.
Chemical, N. E. cor. 8th & Olive.
Commercial, 214 N. 6th.
Columbia, 318 N. 8th.
Compton, 315 N. 7th.
Continental, 411 Olive.
DeMenil, 119 N. 7th.
Dolph, 625 Locust.
Drygoodsman, 1627 Washington.
Equitable, N. W. cor. 6th & Locust.
Federal Reserve Bank, N. E. cor. Broadway & Pine.
Frisco, S. W. cor. 9th & Olive.
Fullerton, S. E. cor. 7th & Pine.
Gamble, 620 Chestnut.
Gay, N. E. cor. 3d & Pine.
Ghio, Vandeventer & Ollve.
Globe-Democrat, S. W. cor. 6th & Pine.
Granite, S. W. cor. 4th & Market.
Hess & Culbertson, 505 N. 7th.
Howard, 709 Pine.
Humboldt, 537 N. Grand.
Imperial, 920 Pine.
International Life, 720 Chestnut.
Kinloch, 411 N. 10th.
LaSalle, Broadway & Olive.
Laclede Gas, 11th & Olive.
Liberty Central Trust, Broadway & Olive.
Leather Trades, 16th & Locust.
Lucas, New, 806 Chestnut.
Merchants' Exchange, Third, Chestnut to Pine.
Merchants-Laclede, S. W. cor. 4th & Olive.
Metropolitan, Grand & Olive.
Mid-City, 320 N. Grand.
Missouri State Life, 1501 Locust.
Odd Fellows, 816 Olive.
Odeon, Grand & Finney.
Oriel, 318 N. 6th.
Ozark, 203 N. 10th.
Pennsylvania Bldg.—S. W. cor. 10th & Olive.
Pierce, 4th, between Chestnut & Pine.
Planters, 4th, between Chestnut & Pine.
Post-Dispatch, 12th & Olive.
Pontiac, 7th & Market.
Publicity, 1127 Pine.
Railway Exchange, 6th, 7th, Olive & Locust.
Republic, S. W. cor. 7th & Olive.
Rialto, S. E. cor. 4th & Olive.
Sawyer, 810 Chestnut.
Security, S. W. cor. 4th & Locust.
Silk Exchange, 503 N. 12th.
Star, N. W. cor. 12th & Olive.
Stock Exchange, 314 N. 4th.
Syndicate Trust, N. E. cor. 10th & Olive.
Temple, N. W. cor. Broadway & Walnut.
First National, S. W. cor. Broadway & Locust.
Times, N. E. cor. Broadway & Chestnut.
Title Guaranty, 7th & Chestnut.
United Home, 211 N. 7th.
University Club, 601 N. Grand.
Vanol, cor. Olive & Vandeventer.
Von Hoffmann Press, S. W. cor 9th & Walnut.
Victoria, N. W. cor 8th & Locust.
Wainwright, N. W. cor. 7th & Chestnut.
Wall, Olive & Vandeventer.
Wright, See Arcade Bldg.

BUILDINGS, Office, IN EAST ST. LOUIS.

Arcade Bldg., 115 Collinsville Ave.
Cahokia Bldg., Missouri Ave. & Collinsville Ave.
Commercial Bldg., 200 Collinsville Ave.
Federal Bldg., Missouri Ave., 7th to 8th.
Josephine Bldg., Collinsville & St. Louis.
Katherine Bldg., 513 Missouri Ave.
Metropolitan Bldg., 5th & Missouri Ave.
Murphy Bldg., 236 Collinsville Ave.
Sexton Bldg., Main & Division.
Victor Bldg., 325 Collinsville Ave.
City Hall, Main St., Division to Missouri Ave.

BUILDINGS, Public.

Children's Bldg.—14th and Clark Ave.
City Hall—Market and 12th Sts.
City Jail—Adjoining Municipal Courts.
Coliseum—Jefferson, Olive and Locust Sts.
Court House—Market and 4th Sts.
Custom House—Olive, Locust, 8th and 9th.
Municipal Courts—Between 13th, 14th, Market and Clark.
New Public Library—Between 13th and 14th on Olive St.
Police Headquarters—208 and 210 N. 12th St.
Post Office—Ollve, Locust, 8th and 9th.
Post Office (New)—18th, Walnut St., Clark Ave., op. Union Station.

CEMETERIES.

Beautiful Lakewood, 8300 Gravois Ave. (2000 ft. north on Heege Rd.).
Bellefontaine, Broadway, Florissant and Morin Aves.
Bethania, Easton Ave., seven miles from city.
Bethlehem, north side Bittner St., near Wabash R. R.
B'nai El (Hebrew), Gravois Ave., seven miles from city.
Bremen (Saxon), Bellefontaine Rd., six miles from city.
Calvary, Broadway, Florissant and Calvary.
Central, Bonhomme Rd., nine miles from city.
Chesed Shel Amath, Office 931 N. 9th St.
County Farm (City Cemetery), Arsenal St., near Sublette Ave.
Concordia Evangelical Lutheran, north side Bates St., near 16th St.
Evangelical Friedens, North Broadway, seven miles from city.
Evangelical Zion, St. Charles Rock Rd., eight miles from city.
Father Dickson Cemetery Assn., 3818 Laclede Ave.
Fee Fee, near St. Charles Rock Rd., fifteen miles from city.
Forest Hill, St. Charles Rock Rd., one mile west of Wellston.
Greenwood, Hunt Rd., near Easton Ave.
Holy Ghost, N. W. cor. Wyoming St. and Gravois Ave.
Holy Trinity, south side Bircher St., near Florissant Ave.
Memorial Park Cemetery Assn., Natural Bridge, near Lucas and Hunt Rd.
Missouri Crematory, 3211 Sublette Ave.
Mount Hope, Lemay Ferry Rd. and Mt. Olive Rd. Broadway line to Mannion's Park and then Grand View line.
Mount Olive (Catholic), Sigerson's Farm, south of Carondelet.
Mount Olive (Hebrew), Olive St., eight miles from city.
Mount Sheerith, Olive St., seven miles from city.
Mount Sinai, Gravois Ave., eight miles from city.
National, Jefferson Barracks, ten miles south of city.
Oak Grove Cemetery Assn., Carson and St. Charles Rock Rd.
Oak Hill, near Kirkwood.
Odd Fellows', Jefferson Barracks Rd., near Ordinance grounds.
Our Redeemer Evangelical Lutheran, McKenzie Rd., near Gravois Ave.
Park Lawn, Grand Ave. and Lemay Ferry Rd. Broadway line to Mannion's Park and then Grand View line to Grand View Station.
Potters Field, Arsenal and Mackland.
Picker (New), Gravois Ave., near River des Peres.
Salam, Natural Bridge Rd., seven miles from city.
St. Ann's, Natural Bridge Rd., eight miles from city.
St. John's, Bellefontaine Rd., nine miles from city.
St. Marcus Evangelical Lutheran (Old), 6638 Gravois Ave.
St. Marcus Evangelical Lutheran (New), Gravois Ave., near city limits.
St. Matthew's, south side Bates St., near Gravois Ave.
St. Monica's (Catholic), Olive St. Rd., near Creve Coeur P. O.
St. Paul's (Evangelical), Gravois Ave., near Wilmington Rd.
St. Peter, Hunt Rd., between Easton Ave. and Natural Bridge Rd.
St. Peter and St. Paul's, Gravois Ave., south of Loughborough Ave.
Sunset Burial Park, 3548 S. Grand.
United Hebrew Congregation, Olive St. Rd., eight miles from city.
Valhalla, St. Charles Rock Rd.
Washington Park, Natural Bridge Rd.
Western Evangelical Lutheran, Marcus and Ashland Aves.
Wesleyan, Olive St. Rd., four miles from city.
Zion's, St. Charles Rock Rd., eight miles from city.

CHARITABLE AND PHILANTHROPIC INSTITUTIONS.

Refer to the Classified Section (Yellow Pages) of the Telephone Directory under the classifications of "Charitable Institutions" and "Homes". Detailed list may be secured on request from the Charities Committee of the Chamber of Commerce.

CHURCHES.

BAPTIST.

Bethel—5579 St. Louise Ave.
Calvary—Lillian and Emerson Aves.
Carondelet—7317 Virginia Ave.
Compton Heights—3641 Russell Ave.
Delmar—6195 Washington Ave.
Ebenezer—3300 Illinois Ave.
Euclid—Kingshighway Blvd. and Minerva Ave.
First Italian—9th and Carr Sts.
Fourth—13th St and Sullivan Ave.
Grand Avenue—2701 N. Grand Ave.
Immanuel—5850 Cates Ave.
Jewell—4720 Virginia Ave.
Kingshighway—Eichelberger St. and Kingshighway Blvd.
Lafayette Park—Lafayette and Mississippi Aves.

The Chase—
One of St. Louis' Newest Hotels.

One Reason Why St. Louis Is the Healthiest City

Skating in Forest Park

Palm Room
Hotel Chase

Kingshighway at Lindell

Second—Washington Ave. and Kingshighway Blvd.
Southwest—Scanlan Ave. and Watson Rd.
St. Louis Park—2629 Rauschenbach Ave.
Tabernacle—12th and Barton Sts.
Third—Grand Blvd. and Washington Ave.
Tower Grove—4320 Norfolk Ave.
Water Tower—2115 E. Grand Ave.
West Park—5944 Easton Ave.

CATHOLIC.

Cathedral—Walnut, bet. 2d and 3d Sts.
St. Louis Cathedral—Newstead and Maryland.
All Saints'—6221 Maple Ave.
Annunciation—6th and LaSalle St.
Assumption—9th and Sidney St.
Church of Our Lady Cautochowa (Polish)—327 Victor St.
Church of Our Lady Help (Italian)—1008 Wash St.
Church of the Blessed Sacrament—Kingshighway and Northland Ave.
Church of the Epiphany—3218 Ivanhoe Ave.
Church of the Holy Cross (German)—8115 Church Rd.
Church of the Holy Ghost (German)—Taylor and Garfield Ave.
Church of the Holy Name of Jesus—2041 E. Grand Ave.
Church of the Immaculate Conception—Lafayette and Longfellow Blvd.
Church of the Nativity—2255 Oriole Ave.
Church of the Sacred Heart—25th and University St.
Church of the Visitation—Taylor and Evans.
Holy Angels—St. Ange and LaSalle St.
Holy Family—Oak Hill Ave., cor Humphrey.
Holy Innocents—Brannon Ave. and Reber Pl.
Holy Rosary—Newstead and Margarette Ave.
Holy Trinity (German)—14th and Mallinckrodt St.
Holy Trinity (Slavish)—1205 Park Ave.
Notre Dame—Kienlen Ave. and Cote Brilliante.
Our Lady of Good Council—11th and Destrehan St.
Our Lady of Mount Carmel—8333 Hall's Ferry Rd.
Our Lady of Perpetual Succor (German)—20th and Linton Ave.
Our Lady of Sorrows—5817 S. Kingshighway.
St. Agatha (German)—9th and Utah Sts.
St. Agnes—Sidney and Salena St.
St. Aloysius—January and Magnolia Ave.
St. Alphonsus (Redemptorist)—Grand and Cook Ave.
St. Ambrosius (Italian)—2100 Cooper St.
St. Ann's—Page Ave. and Whittier St.
St. Anthony the Hermit (Syrian)—615 South Broadway.
St. Anthony (German)—Meramec and Michigan Ave.
St. Augustine (German)—Lismore, cor. Hebert St.
St. Barbara (German)—1363 Hamilton Ave.
St. Bernard's—Gratiot, cor. Hawk Ave.
St. Bonifacius (German)—Michigan Ave. and Schirmer St.
St. Bridget—Jefferson Ave. and Carr St.
St. Casimir's—8th, cor. Mullanphy St.
St. Cecelia's (German)—5300 Louisiana Ave.
St. Charles Borromeo (Italian)—Ewing Ave. and Locust St.
St. Columbkille's—Michigan Ave. and Davis.
St. Cronin's—Boyle Ave., cor Swan Ave.
St. Edward's—Clara and Maffitt Aves.
St. Elizabeth's (Colored)—813 N. 14th St.
St. Engelbert's—4740 Carter Ave.
St. Francis de Sales (German)—Ohio Ave., cor. Lynch St.
St. Francis Xavier—Grand and Lindell Bl.
St. Hedwig's (Polish)—3212 Pulaski St.
St. Henry's (German)—Hickory St., cor. California Ave.
St. James—1360 Tamm Ave.
St. John's—16th and Chestnut St.
St. John of Nepomuk (Bohemian)—11th and Soulard Sts.
St. Joseph's (Croatian)—1035 Chouteau Ave.
St. Joseph's (German)—11th St., cor. Biddle.
St. Lawrence O'Toole—14th and O'Fallon St.
St. Leo's—23d and Mullanphy St.
St. Liborius (German)—North Market, cor. Hogan St.
St. Malachy's—Clark, cor. Ewing Ave.
St. Margaret's—3808 Flad Ave.
St. Mark's Evangelist—Page, cor. Academy.
St. Mary's (German)—3d and Gratiot Sts.
St. Mary's and St. Joseph's—Minnesota Ave. and Iron St.
St. Matthew's—Kennerly Ave., cor Sarah St.
St. Michael's—11th, cor. Clinton St.
St. Nicholas (German)—19th and Lucas Ave.
St. Patrick's—6th and Biddle St.
St. Peter and St. Paul (German)—8th St., cor. Allen Ave.
St. Pius—3530 Utah St.
St. Rose—Goodfellow, cor. Etzel Ave.
St. Stanislaus (Polish)—20th St., bet. O'Fallon and Cass Ave.
St. Teresa's—2413 N. Grand Ave.
St. Thomas of Aquin—Iowa Ave., cor Osage.
St. Vincent de Paul's (German and English)—Park Ave., cor. 9th St.
St. Wenceslaus (Bohemian)—3018 Oregon Ave.

CHRISTIAN.

Advent—2559 Emerson Ave.
Clifton Heights—6420 Marmaduke Ave.
Compton Heights—California, cor. St. Vincent Ave.
Dover Place—701 Dover St.
First Church—3126 Locust St.
Fourth Church—1501 Penrose St.
Hamilton Ave.—Hamilton, cor. Julian Ave.
Hammett Place—Hammett Place, cor. Marcus Ave.
Maplewood—Hewitt Ave., near Home Place.
Overland Park—Woodson Rd., Overland Park.
Second Church—11th St., cor. Tyler St.
Strodtman Heights—2634 Genevieve Ave.
Union Ave.—Union Bl., cor. Von Versen Ave.
Centennial (Colored)—4299 Kennerly Ave.

CHRISTIAN SCIENTIST.

First Church—Westminster Pl., cor Kingshighway Blvd.
Second Church—4234 Washington Blvd.
Third Church—3524 Russell Ave.
Fourth Church—5569 Page Blvd.

CONGREGATIONAL.

Bethlehem—1301 Allen Ave.
Compton Hill—Lafayette and Compton Aves.
Fountain Park—Aubert and Fountain Aves.
Garfield—Garfield and Spring Aves.
Hope—Cote Brilliante and Semple Aves.
Hyde Park—Bremen and Blair Aves.
Immanuel—6739 Hancock Ave.
Memorial—Victoria Ave. and Graham St.
Olive Branch—Sidney St. and Missouri Ave.
Pilgrim—Union Blvd. and Kensington Ave.
Reber Place—2734 Macklind Ave.

DISCIPLES OF CHRIST.

Clifton Heights—5420 Marmaduke Ave.
Compton Heights—California and St. Vincent Aves.
Dover Place—Dover Pl. and Alabama Ave.
First—4300 Delmar.
Fourth—1501 Penrose St.
Hamilton Avenue—Hamilton and Julian Aves.
Kingshighway—Kingshighway Blvd. and Labadie Ave.
Second—11th and Tyler Sts.
Lillian Avenue—5000 Genevieve Ave.
Tower Grove—Kingshighway Blvd. and Reber Pl.
Union Avenue—Union and Enright Aves.

EVANGELICAL SYNOD OF NORTH AMERICA.

Bethany—Red Bud and Rosalie Aves.
Bethel—Garrison and Greer Aves.
Bethlehem—5801 Southwest Rd.
Caroline Mission—1821 Hickory St.
Church of Jesus—12th and Victor Sts.
Ebenezer—2921 McNair Ave.
Eden-Immanuel—Page and Temple Pl.
Emmaus—Chouteau and Tower Grove Aves.
Evangelical (Carondelet)—Michigan and Koeln Aves.
Friedens—19th St. and Newhouse Ave.
Holy Ghost—Grand and Page Aves.
Nazareth—3530 Morganford Rd.
Redeemer—6461 Kingshighway.
Salem—Margaretta and Marcus Aves.
Salvator—Plover and Thekla Aves.
St. Andrew's—California Ave. and Juniata St.
St. James'—College and Blair Aves.
St. John's—Northeast cor. Grand and Lee Aves.
St. Luke's—Tennessee and Shenandoah Aves.
St. Mark's—McNair and Russell Aves.
St. Matthew's—Jefferson Ave. and Potomac St.
St. Paul's—1810 S. 9th St.
St. Paul's Chapel—Giles Ave. and Potomac St.
St. Peter's—St. Louis and Warne Aves.
St. Stephen's—8404 Halls Ferry Rd.
Trinity—Michigan Ave. and Neosho St.
Zion—25th and Benton Sts.
Theresa Mission—3300 S. 7th St.

HEBREW, ORTHODOX.

B'Nai Amoona—Garrison, cor. Lucas Ave.
Ahawas, Achim Anshel Rumania—1015 N. 19th St.
Beth Abraham—14th and Carr Sts.
Beth David—1518 Belt Ave.
Beth Hamedrosh Hagodol—1123 N. 11th St.
Beth Israel—921 N. 9th St.
Brith Sholam—1111 N. 14th St.
Congregation Beth Israel—921 N. 9th St.
Shaarel Zadek—4557 Cook Ave.
Sheerith Zfard—1500 Wash St.
Shaare Thillim—13th and Carr Sts.
Tipheres Israel—913 N. 19th St.

HEBREW REFORMED.

B'Nai-El—Flad Ave., cor. Spring Ave.
Shaare-Emeth—Lindell Bl., cor. Vandeventer.
Temple Israel—Washington, cor. Kingshighway Blvd.
United Hebrew—Kingshighway, cor. Morgan.

INDEPENDENT PROTESTANT.

Independent Protestant—Fair and Margaretta Aves.

INDEPENDENT EVANGELICAL.

Pilgrim—Northeast cor. Arsenal St. and Louisiana Ave.

INDEPENDENT.

Central Church—Odeon.

EVANGELICAL LUTHERAN SYNOD OF N. A.

St. Lucas—13th St. and Allen Ave.

THE AUGUSTANA (SWEDISH AND ENGLISH) LUTHERAN.

Gethsemane—3116 St. Vincent Ave.

UNITED LUTHERAN IN AMERICA.

Advent—3721 S. Grand Blvd.
Reen Memorial—Kingshighway and Gibson Ave.

EVANGELICAL LUTHERAN SYNOD OF MISSOURI.

Bethany—Natural Bridge and Clay Aves.
Bethlehem—Salisbury, nr. Florissant Ave.
Berea—Diamond Drive—(Riverview Gardens).
Christ—Caroline and Theresa Ave.

THE NEW CATHEDRAL.

Municipal Free Bridge

"All Ashore Who's Goin' Ashore"

St. Louis Skyline Seen from the City Hall

Ebenezer—Church Rd., nr. Hails Ferry Rd.
Emmaus—Jefferson and Armand St.
Grace—St. Louis and Garrison Aves.
Holy Cross—Miami and Ohio Ave.
Hope—Brannon and Neosho St.
Immanuel—Marcus and Lexington Aves.
Marcus—22nd and Angelica Sts.
Messiah—Grand and Pestalozzi St.
Mount Calvary—Wells and Union Aves.
Our Redeemer—Oregon Ave. and Utah St.
Our Savior—St. Louis, near Arlington Ave.
Pilgrim—Fair and Florissant Aves.
St. John's—3734 Morganford Rd.
St. Luke's—Neosho and Alaska Ave.
St. Matthew's—Gilmore and Harney Ave.
St. Paul's—Von Phul and East Prairie Ave.
St. Peter's—Swan and Newstead Ave.
St. Trinity—Vermont St. and Koeln Ave.
Trinity—8th St. and Lafayette Ave.
Zion—21st and Benton Sts.
Lutheran City Mission—808 S. 2nd St.

METHODIST EPISCOPAL.

Bowman—Athlone and Carter Aves.
Chouteau Place—Maffitt and Warne Aves.
Dr. Fry Memorial—Clifton and Elizabeth Aves.
Grace—Waterman Ave. and Skinker Rd.
Harlem Place—Jamieson and Fyler Ave.
Kingshighway—Kingshighway and Colorado.
Maple Avenue—Maple and Belt Aves.
St. Luke's—Potomac and Texas Ave.
Trinity—13th and Tyler Sts.
Union—3610 Delmar Blvd.
Wagoner Memorial—Gibson and Taylor Aves.
Wesley—Mimika and Emma Aves.
Wesley House—3035 Bell Ave.
Winsor Memorial—Hails Ferry and Church Rds.

GERMAN METHODIST.

Edon—191 Warren St.
Elmbank—4433 Elmbank Ave.
Memorial—Jefferson and Accomac.
Salem—Page and Pendleton Aves.
Zion (Carondelet)—Virginia and Koeln Avcs.

FREE METHODIST.

First—3403 Morgan St.
Mission of Redeeming Love—3321 N. Broadway.

METHODIST EPISCOPAL, SOUTH.

Arlington—N. W. cor. Union and Maffitt Aves.
Cabanne—Goodfellow and Bartmer Aves.
Carondelet (Haven St.)—Virginia Ave. and Haven St.
Centenary—16th and Pine Sts.
Christy Memorial—Morganford Rd. and Neosho.
Grand Avenue—Grand and Connecticut Aves.
Immanuel—2115 McCausland Ave.
Kingdom House—8th and Hickory Sts. (1101 S. 8th St.).
Lafayette Park—Lafayette and Missouri Aves.
Marvin Memorial—12th and Sidney Sts.
Mt. Auburn—Hodiamont and North Market St.
St. John's—Kingshighway and Washington Ave.
Scruggs, First—Cook and Spring Aves.
St. Paul's—19th and St. Louis Ave.
Shaw Avenue—Shaw and Tower Grove Aves.
Wagoner Place—Wagoner Pl. and Lucky St.

NEW JERUSALEM.

Church of the Divine Humanity—Spring Ave. and Delmar Blvd.
Third Church of the New Jerusalem—St. Louis and Rauschenbach Ave.

NEW THOUGHT.

College of Divine Metaphysics—3723 Olive St.
First Church of Practical Christianity—Grand and Wyoming St.

PRESBYTERIAN, U. S. A.

Boyle Center—816 N. 11th St.
Brandt Memorial (Mission of Tyler Place)—4621 Delor St.
Carondelet—6116 Michigan Ave.
Clifton Heights—Clifton and Columbia Aye.
Cote Brilliante—Labadie and Marcus Aves.
Covenant—2544 N. Grand Ave.
Curby Memorial—Texas and Utah St.
First—Sarah and Washington Aves.
Grace—Clara and Ridge Aves.
Greeley Memorial—Blair Ave. and Warren St.
Kingshighway—Kingshighway and Cabanne.
Lafayette Park—Missouri and Albion.
McCausland Avenue—1517 McCausland Ave.
Markham Memorial—Julia and Menard St.
North—Warne and St. Louis aves.
Northminster—Carter and Warne Aves.
Oak Hill—Connecticut and Oak Hill Aves.
Rutger Place Mission—10th and Rutger Sts.
St. Paul's—5088 Geraldine (building new church at Lillian and Ruskin).
Second—Taylor and Westminster.
Sidney Street—Sidney and Minnesota Ave.
Southampton—Mackline and Devonshire Ave.
Third Street Mission—Third and Barry Sts.
Tyler Place—Russell and Spring Aves.
Victor Street Mission—3rd and Victor Sts.
Fyler Place Mission—6000 Arthur Ave.
Walnut Park—5451 Robin Ave.
Broadway Mission—Broadway and Keokuk St
Washington-Compton—Washington and Compton Aves.
West—5870 Maple Ave.
Winnebago—3715 Tennessee Ave.

WEST GERMAN SYNOD.

East Grand Avenue—4522 N. 19th St.

PRESBYTERIAN, U. S.

Central—Clara and Delmar Aves.
Westminster—Union and Delmar Aves.
Church of the Open Door—3907 West Belle Pl.

UNITED PRESBYTERIAN.

Gibson Heights—Taylor and Arco Aves.
Second (Grand Avenue)—Grand and Forest Park Blvd.
Third—Union and Spalding Aves.

PROTESTANT EPISCOPAL.

Christ Church Cathedral—13th and Locust Sts.
Church of the Ascension—Cates and Goodfellow.
Good Shepherd—2838 Salena St.
Holy Communion—28th and Washington Avc.
Grace Holy Cross—11th and Marion Pl.
Holy Innocents—Tholozan and Morganford Rd.
Mount Calvary—Spring and DeTonty St.
Prince of Peace—8451 Halls Ferry Rd.
Redeemer—Euclid and Washington Aves.
St. Alban's—4321 N. Grand Ave.
St. Augustine's—Bruno and Blendon Pl.
St. George's—Pendleton and Olive St.
St. John's—3666 Arsenal St.
St. Luke's—Arlington and Thekia Ave.
St. Mary's—Ridge and Hamilton Aves.
St. Paul's—Michigan Ave. and Malt St.
St. Peter's—Lindell and Spring Aves.
St. Philip the Apostle—Maple and Union Aves.
St. Timothy's—N. Euclid and Terry Avcs.
Trinity—4005 Washington Blvd.

MISSIONS.

Epiphany Mission—Boyle and Gibson Aves.
St. Stephen's House—520 Rutger St.
St. Thomas' Mission—13th and Locust Sts.

REFORMED CHURCH IN THE U. S.

Salem—14th St. and Sullivan Ave.

COLORED CHURCHES.

BAPTIST (ANTIOCH ASSOCIATION).

Antioch—Cor. North Market St. and Goode Ave.
Bethany—4301 Cook Ave.
Burning Bush—Cor. North Market St. and Lambdin Ave.
Calvary—2625 Morgan St.
Central—Cor. Washington and Ewing Aves.
Corinthian—445 Antelope St.
Eastern Star—2758 Clark Ave.
Ebenezer—6117 Minerva Ave.
Ever Green—1717 Morgan St.
Fairfax Avenue—3966 Fairfax Ave.
First Baptist—3100 Bell Ave.
Good Shepherd—910 Gratiot St.
Leonard Avenue—36 S. Leonard Ave.
Macedonia—2926 Market St.
Magdalene—3430 Market St.
Mercy Seat—3528 Bernard St.
Morning Star—901 Biddle St.
Mount Airy—1727 S. 3rd St.
Mount Calvary—901 S. Tenth St.
Mount Moriah—1429 N. Twelfth St.
Mount Olive—1702 Wash St.
Mount Pleasant—4817 N. Broadway.
Mount Nebo—6211 S. Broadway.
Mount Zion—2624 Papin St.
New Morning Star—21st and Wash Sts.
Northern Baptist—600 S. Ewing Ave.
Pleasant Green—Cor. Eliot Ave. and Wash St.
Rising Sun—1201 Wash St.
St. James'—Scott and 23rd Sts.
Semple Ave.—3511 Semple Ave.
Shining Light—1117 Wash St.
Shiloh—
Southern Mission—3101 Market St.
True Light—201 S. 16th St.
True Vine—1731 Division St.
True Vine—1204 N. 10th St.
Wish Well—

MISSIONARY BAPTIST (BEREAN ASSN.).

Bright Morning Star—108 E. Haven St.
Compton Hill—3141 LaSalle St.
Corinthian—619 W. Steins St.
El Bethel—628 Athione Ave.
Evergreen Baptist—1720 Morgan St.
First Baptist—4115 Papin St.
Galilee—2808 Adams St.
Gospel Temple—4114 Fairfax St.
Mount Hebron—1711 S. Second St.
New Light—2318 Wash St.
Pattison Avenue—5232 Pattison Ave.
Pilgrim Baptist—4420 St. Ferdinand Ave.
Pilgrim Rest—21st and O'Fallon Sts.
Shiloh—4249 W. Garfield Ave.
St. Joseph—West End Park.
Thessalonian—540 Montrose Ave.
True Vine—Cor. Gratiot and 22nd Sts.
Trinity—913 N. Garrison.

INDEPENDENT BAPTIST.

Tabernacle—2726 Pine St.
St. Paul's—19th and Morgan Sts.

BAPTIST (SHILOH ASSOCIATION).

Bell Flower—1547 Gratiot St.
King Solomon—16th and Division Sts.
Morning Star—13th and Biddle Sts.
Providence—4356 Kennerly Ave.
Shiloh—4212 Papin St.
Shining Light—Wash St.
True Vine—1204 N. 19th St.
Zion Wheel—22nd and Biddle Sts.

FREE BAPTISTS.

Corinthian—
Pilgrim Rest—
St. John—
First—2941 Lucas Ave.

UNION MISSIONARY BAPTIST.

Bethel—14th and Poplar Sts.
Canaan Galilee—1333 N. 8th St.
Calvary Baptist—1435 Morgan St.
Morning Star—914 Biddle St.
New Home—11th and Carr Sts.
New Prospect—3101 Lambdin St.
St. James'—2200 Biddle St.
St. John's—2834 Clark Ave.
Shady Grove—2203 Randolph St.
Zion—1329 Wash St.

CHURCH OF GOD, MISSIONARY BAPTIST.

Laclede—23rd and Morgan Sts.
Randolph—2201 Randolph St.
Church of God—4301 Kennerly Ave.

CHURCH OF CHRIST (HOLINESS) AND ADVENTIST.

Church of Christ (Christ Temple)—4200 Finney.
Church of Christ Holiness—299 Lawton Ave.
Holy Sanctified Baptist (Magdalene—1930 Whittler St.

CENTENNIAL CHRISTIAN.

Centennial Christian—4229 Kennerly.

SPIRITUALISTS.

Spiritual Union—2727 Lawton Ave.
Victor Spiritual—3014 Pine St.
Chambers St. Sanctified—10th and Chambers Sts.
Redemption of Souls—815 N. Beaumont St.

PROTESTANT EPISCOPAL.

All Saints—Locust St. and Garrison Ave.
Bethany—1606 Wash St.

EVANGELICAL LUTHERAN SYNOD OF MISSOURI.

Evangelical Lutheran (Grace)—1510 Morgan St.

CONGREGATIONAL.

Liberty Chapel—

PRESBYTERIAN, U. S.

McPheeters Memorial—Goode and Cote Brilliante Aves.

PRESBYTERIAN, U. S. A.

Berea—3015 Pine St.

ROMAN CATHOLIC.

St. Elizabeth's—2721 Pine St.

FREE M. E.

Bethany Tabernacle—23rd and Papin St.
House of Hope Chapel—2804 Howard St.
Mount City Chapel—2616 N. 11th St.

AFRICAN M. E.

House of Hope—2808 Howard St.
Quinn Chapel—325 Bowen St.
St. James'—Cor. St. Ferdinand and Pendleton Aves.
St. Luke's—
St. Paul's—Leffingwell and Lawton Aves.
St. Peter's—
Wayman—23rd and Wash Sts.

AFRICAN M. E. ZION.

Jones Chapel—4216 Lexington Ave.
Metropolitan—Garrison and Lucas Aves.
St. Mark's—2730 Bernard St.
Turner's Chapel—3205 Chouteau Ave.

COLORED M. E.

Jamison—413 S. Jefferson Ave.
Lane Tabernacle—Newstead and Enright Aves.
Parrish Chapel—2407 Belle Glade Ave.
South St. Louis Mission—

CITY OFFICES.

Assessor—114 City Hall.
Assessor Water Rates—100 City Hall.
Auditor—219 City Hall.
Board of Children's Guardians—Second Floor Municipal Courts Bldg.
Board of Election Commissioners—120 City Hall.
Board of Examining Engineers—407 City Hall.
Board of Parole—First Floor Municipal Courts Bldg.
Board of Public Service—305 City Hall.
Boilers and Elevators—426 City Hall.
Circuit Attorney—Third Floor Municipal Courts Bldg.
City Chemist—Ground Floor Municipal Courts Bldg.
Circuit Courts—(Civil Divisions), Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9—Court House.
Circuit Courts—(Criminal Divisions), Nos. 10, 11, and 12—Third Floor Municipal Courts Bldg.
City Court One—First Floor Municipal Courts Bldg.
City Court Two—First Floor Municipal Courts Bldg.
City Forester—Third Floor Municipal Courts Bldg.
City Plan Commission—Second Floor Municipal Courts Bldg.
Clerk of Circuit Court—Court House.
Collector—110 City Hall.
Commissioner of Parks and Recreation—Third Floor Municipal Courts Bldg.
Complaint Board—First Floor Municipal Courts Bldg.

Broadway North of Market

—Old Courthouse in Foreground

Municipal Courts Building

Washington University

Comptroller—214 City Hall.
Coroner—Second Floor Municipal Courts Bldg.
Counselor—234 City Hall.
Court of Appeals—Court House.
Department of Public Safety—426 City Hall.
Department of Public Utilities—309 City Hall.
Department of Streets and Sewers—322 City Hall.
Department of Public Welfare—Second Floor Municipal Courts Bldg.
Efficiency Board—Third Floor Municipal Courts Bldg.
Excise Commissioner—410 City Hall.
Fire Department—105 City Hall.
Fire and Police Telegraph—400 City Hall.
Grand Jury Department—Second Floor Municipal Courts Bldg.
Harbor and Wharf Commissioner—322 City Hall.
Health Commissioner—Ground Floor Municipal Courts Bldg.
Health Division, Sanitary Section—Ground Floor Municipal Courts Bldg.
Inspector of Weights and Measures—Ground Floor Municipal Courts Bldg.
Juvenile Court—Children's Bldg., Fourteenth and Clark Ave.
License Collector—102 City Hall.
Light, Heat and Power—311 City Hall.
Marriage License Department—124 City Hall.
Marshal—First Floor Municipal Courts Bldg.
Mayor—200 City Hall.
Milk Inspector—Ground Floor Municipal Courts Bldg.
Plumbing Inspector—426 City Hall.
Police Headquarters—210 S. Twelfth St.
Probate Court—Court House.
Public Administrator—Times Bldg.
Recorder of Deeds—126 City Hall.
Register—203 City Hall.
Sheriff—Times Bldg.
Smoke Inspector—426 City Hall.
Special Tax Department—314 City Hall.
State Auto Commissioner—410 City Hall.
Street Commissioner—420 City Hall.
Supply Commissioner—315 City Hall.
Treasurer—220 City Hall.
Water Commissioner—312 City Hall.

CITY SCALES.

Biddle Market—N. W. Cor. High and Biddle.
Bridge—3d St., near Lucas Ave.
City—Broadway, near O'Fallon.
Soulard Market—1600 South 8th St.
South St. Louis—7703 South Broadway.
Sturgeon—213 North Market.
Thorpe—5300 Arsenal.
Tyler—122 Tyler St.

COLLEGES, UNIVERSITIES, ACADEMIES, SEMINARIES, CONVENTS, PRIVATE SCHOOLS, ETC.

Academy of Architecture and Industrial Science, 1742 Chouteau Ave.
Academy of the Sacred Heart, Maryland and Taylor.
Academy of the Sacred Heart, Meramec and Nebraska.
Academy of the Visitation, Cabanne and Belt Aves.
Academy of the Sisters of St. Joseph, 6401 Pennsylvania Ave.
American Medical College, 2830 Lafayette Ave.
Barnes Business College, Board of Education Bldg.
Barnes Dental College of National University of Arts and Sciences.
Beethoven Conservatory of Music, Taylor and Olive St.
Benton College of Law, 3830 Delmar Ave.
Berlitz School of Languages, Century Bldg.
Bishop Robertson Hall, 4244 Washington Bl.
Boeddecker's Conservatory of Music, 2611 Park Ave.
Brown's Business College (Five Branches in St. Louis), 8th and Pine.
Bryant & Stratton Business College, Century Bldg.
Catholic Boys' High School, Jefferson and Stoddard St.
Central Institute for the Deaf, 818 S. Kingshighway.
City College of Law and Finance, Metropolitan Bldg.
Compton's School for Children of Retarded Mentality, 3809 Flad Ave.
Concordia Theological Seminary, 3625 S. Jefferson Ave.
Coyne School (Plumbing and Bricklaying).
Draughon's Practical Business College, Washington and Broadway.
Eden Seminary, Theological, 6700 Easton Ave.
Gallaudet School for the Deaf, Theresa and Henrietta.
Harris Teachers' College, Park and Theresa.
Hosmer Hall, 6500 Wydown Bl.
Hughey Color Music School, Musical Art Bldg.
Jewish Talmudical College, 1727 Carr St.
Jones' Commercial College, 307 N. Broadway.
Kenrick Theological Seminary, Glennon Park, Webster Groves, Mo.
Lenox Hall, 69th and Washington.
Loretto Acedamy, 3407 Lafayette Ave.
Manual Training School of Washington University, Von Veesen and Windermere Way.
Mary Institute, Lake and McPherson Aves.
Metropolitan College of Law, Odeon Theater Bldg.
Missouri Baptist Sanitarium Training School for Nurses, 919 N. Taylor.
Missouri College of Optometry, 816 Olive St.
Missouri School for the Blind, 3815 Magnolia.
Morse School of Expression, Musical Art Bldg.
Mound City Business College, 1401 Washington Ave.
National University of Arts and Sciences.
New St. Louis Business College, 800 Pine St.
Perry School of Oratory, Grand and Franklin.
Principia School, 5539 Page Bl.
Ranken, David, Jr., School of Mechanical Trades, Newstead and Cook Aves.
Rosati-Kain High School for Catholic Girls, Lindell and Newstead.
Rubicam Business School, 4933 Delmar Ave.
St. Louis Academy of Science, 3817 Olive St.
St. Louis College of Pharmacy, 2108 Locust St.
St. Louis College of Midwifery, 3614 N. 11th St.
St. Louis College of Physicians and Surgeons, 2600 Gamble St.
St. Louis College of Optometry, 407 N. Broadway.
St. Louis Commercial College, 7th and Pine.
St. Louis Country Day School, Brown Rd.
St. de Chantal Academy of the Visitation, 4012 Washington Bl.
St. Louis Dental College, St. Louis University.
St. Elizabeth Institute, 3401 Arsenal St.
St. Joseph Academy, Minnesota and Kansas.
St. Louis University, Grand and West Pine Bl.
The College (School of Arts and Sciences), 215 N. Grand Bl.
Medical Department, Grand and Caroline St.
Law Department, Day and Night School, 3642 Lindell Bl.
Commerce and Finance Department, Grand near Pine St.
Dental Department, 3554 Caroline St.
Divinity Department, 3635 West Pine St.
Philosophical Department, 3624 Lindell Bl.
St. Louis Hall, Grand and Pine St.
Loyola Hall, Compton and Eads Aves.
St. Louis Preparatory Seminary, 4244 Washington Bl.
St. Louis Watchmaking School, 5815 Easton Ave.
St. Luke's Hospital Training School for Nurses, 5501 Delmar Bl.
Sts. Peter and Paul High School, 802 Allen Ave.
St. Rita's Academy for Colored Girls, 3009 Pine St.
Shaw School of Botany, Tower Grove and Shenandoah.
Smith Academy and Manual Training School, Washington University.
University School for Boys, 364 N. Boyle Ave.
Ursuline Academy and Day School, 12th and Russell.
Walther College, Park and Benton Pl.
Washington University, Skinker and Lindell Bl.
The College (School of Arts and Sciences).
The School of Engineering.
The School of Architecture.
The School of Commerce and Finance.
The Henry Shaw School of Botany, Shenandoah and Tower Grove Aves.
The Graduate School.
The School of Law.
The School of Medicine, Kingshighway and Euclid Ave.
The School of Dentistry, 29th and Locust Sts.
The School of Fine Arts.
Division of University Extension.
The following schools are also conducted under the charter of the University:
Mary Institute, A Preparatory School for Girls, Waterman and Lake Aves.
Training School for Nurses, 600 S. Kingshighway.
Women's Training School, 1411 Locust St.
Xenia United Prebyterian Theological Seminary, 6834 Washington Ave.

COMFORT STATIONS, Public.

Buder Station, California and Hickory St.
Carondelet Station, Carondelet Park.
Carr Station, 15th and Park Ave.
Clifton Heights Station, Simpson and Bowman Aves.
Columbus Station, 10th and Carr Sts.
Court House Station, Broadway and Chestnut St.
Dakota Station, Michigan and Dakota St.
Lafayette Station, Mississippi and Lafayette.
Mullanphy Station, Cass and Mullanphy.
Pontiac Station, 9th and Ann Ave.
Public Station No. 3, 23rd and O'Fallon Sts.
Soulard Station, 7th and Soulard Sts.
Union Market Station, Broadway and Lucas.

NOTE: In each of the Public Parks and in some of the Playgrounds are maintained small comfort stations.

CONVENTION HALLS.

Alhambra Grotto—Grand and Magnolia.
Armory Hall—Grand and Market.
Chamber of Commerce Auditorium—Broadway and Locust.
Coliseum—Jefferson and Washington.
Moolah Temple—Vandeventer and Lindell.
Odeon—Grand and Finney.
Scruggs, Vandervoort & Barney Auditorium—Ninth and Olive.
Sheldon Memorial—3640 Washington.

CREMATORIES.

Missouri Crematory—Sublette and Arsenal.
Valhalla Crematory and Mausoleum—St. Charles Rock Road, St. Louis County.

DEPARTMENT STORES (Leading).

Famous & Barr—Olive to Locust, 6th and 7th.
Grand-Leader—Washington Ave., 6th and 7th.
Nugent, B. & Bro.—Broadway, Washington and St. Charles.
Penny & Gentles—801 N. Broadway.
Schaper Stores—523 Washington Ave.
Scruggs-Vandervoort-Barney—9th, 10th, Olive and Locust.
Stix, Baer & Fuller—Washington Ave., 6th and 7th.

DISPENSARIES.

Alexian Bros., 3929 S. Broadway.
City Hospital, Market St. near 11th St. Branches: No. 1, 3745 N. Broadway; No. 4, 907 S. Vandeventer.
European Clinic, 612A N. Broadway.
Good Samaritan, 1217 N. Jefferson Ave.
Holy Cross House, 2502 N. 12th St.
Jewish Hospital, 913 Carl.
Riverside Children's Clinic, 3d fl. 306 Elm.
St. John's Clinical (Sisters of Mercy), 312 N. 23rd St.
St. Louis Children's Hospital, 500 S. Kingshighway Blvd.
St. Louis Obstetric, 1020 N. 18th St.
St. Louis University School of Medicine, Grand Ave. and Caroline.
Sisters of St. Mary's Infirmary, 1507 Chouteau Ave.
Tuberculosis Clinic, 1243 S. Vandeventer Ave.
Wabash R. R. Co., Dispensary, 1373, 611 Olive.
Washington University, 441 S. Euclid Ave.

DOCKS, Municipal.

Foot North Market St.
Foot O'Fallon St.

FIRE DEPARTMENT STATIONS.

Headquarters—105 City Hall.

Number and Location of Companies.

No. 1—McNair Ave., near Gravois Road.
No. 2—Union, 508 N. Third St.
No. 3—3648 S. Broadway.
No. 4—2133 Wash St.
No. 5—2400 N. Twenty-second St.
No. 6—12 N. Ninth St.
No. 7—1304 S. Eighteenth St.
No. 8—1501 Salisbury St.
No. 9—S. W. corner Eighth and Mullanphy Sts.
No. 10—Walnut St. and Jefferson Ave.
No. 11—2400 Bismarck St.
No. 12—814 N. Seventh St.
No. 13—1015 N. Eleventh St.
No. 14—1425 Market St.
No. 15—415 S. Broadway.
No. 16—1337 S. Broadway.
No. 17—3220 Easton Ave.
No. 18—812 N. Seventh St.
No. 19—1120 St. Louis Ave.
No. 20—4551 N. Broadway.
No. 21—3417 Manchester Ave.
No. 22—116 Plum St.
No. 23—6500 Michigan Ave.
No. 24—1214 Spruce St.
No. 25—Sixteenth and Mullanphy Sts.
No. 26—2100 N. Second St.
No. 27—4571 Easton Ave.
No. 28—3934 Morgan St.
No. 29—1219 Old Manchester Road.
No. 30—5516 Vernon Ave.
No. 31—North Side Kossuth, near Warne Ave.
No. 32—2000 Washington Ave.
No. 33—Corner Park and Louisiana Aves.
No. 34—8227 S. Broadway.
No. 35—5450 Arsenal St.
No. 36—Corner Union and Cote Brilliante Aves.
No. 37—Broadway and Halls Ferry Road.
No. 38—3500 S. Grand Ave.
No. 39—413 S. Broadway.
No. 40—11th and Lucas Ave.
No. 41—707 N. Eleventh St.
No. 42—5749 Manchester Ave.
No. 43—732 N. Kingshighway.
No. 44—Corner Compton Ave. and Dakota St.
No. 45—914 Allen Ave.
No. 46—Corner Whittier St. and Kennerly Ave.
No. 47—Florissant and Calvary Aves.
No. 48—Shawmut Place and Ridge Ave.
No. 49—Magnolia and Vanderburgh Aves.
No. 50—223 S. Newstead Ave.
No. 51—Eichelberger and Morgan Ford Road.
No. 52—6810 Clayton Ave.
No. 53—5245 Natural Bridge.
No. 55—5435 Partridge Ave.

FOREIGN CONSULS IN ST. LOUIS.

Argentina—Gustav von Brecht, Vice Consul; 1201 Cass Ave.
Belgium—Marc Sequin, Consul; De Menil Bldg.
Brazil—Alphonso de Figueiredo, Consul; Kirkwood, Mo.
Chile—Octavio Mendez, Consul; Yorkleigh Apts.
Colombia—Rafael Serrano, Acting Consul; 1833 Railway Exchange Bldg.
Cuba—Luis Sturia, Consul; 816 Fullerton Bldg.
Denmark—Peter Ibsen, Vice Consul; 912 Olive St.
France—Mark Seguin, Consul; De Menil Bldg.
Germany—Hugo Mundt, Consul; Liberty-Central Trust Bldg.
Great Britain—G. E. P. Hertslet, Consul; Granite Bldg.
Greece—Hector M. E. Pasmezoglu, Consul; 302 Chestnut St.
Guatemala—L. D. Kingsland, Consul; Hotel Beers.
Holland—W. A. J. M. Van Waterschoot van der Gracht, Acting Consul; Arcade Bldg.
Honduras—Rafael Martinez, Consul; 3411 Vista Ave.
Italy—Roberto de Violini, Consular Agent; 923 North Seventh St.
Japan—James E. Smith, Consul; Chamber of Commerce Bldg., 511 Locust St.
Liberia—Inge Hutchins (col.), Consul; 2646 Lawton Ave.
Nicaragua—James A. Troy, Acting Consul; 511 Locust St.
Norway—John G. Borresen, Consul; 319 North 16th St.
Paraguay—James E. Brock, Vice Consul; Mississippi Valley Trust Co., Fourth and Pine.
Persia—Milton Seropyan, Vice Consul; 400 Washington Ave.
Peru—Claude H. Wetmore, Consul; 520 Chemical Bldg.
Portugal—J. F. O'Neil, Consul; 51 Kingsbury Pl.
Salvador—Rafael Garcia Escobar, Consul; 701 Star Bldg.
Spain—Antonio de la Cruz Marin, Consul; 4400 Forest Park Blvd.
Sweden—Nils Grant, Consular Representative; 624 Chestnut St.
Switzerland—Gaston du Bois, Consul; Monsanto Chemical Works.
Uruguay—F. Ernest Cramer, Consul; G. Cramer Dry Plate Co.
Venezuela—Alirio Parra Marquez, Consul; 701 Star Bldg.

FERRIES.

Foot of Spruce St.
Foot of Davis (Carondelet).

GYMNASIA.

Swiss National Turnverein, 3119 Iowa Ave.
St. Louis Turnverein, 1508 Chouteau Ave.
Washington Turnverein, Washington, Mo.
Highland Turnverein, Highland, Ill.
North St. Louis Turnverein, 20th and Salisbury Sts.
Concordia Turnverein, 13th and Arsenal Sts.
South-West Turnverein, Potomac and Ohio Ave.
Centralia Turnverein, Centralia, Ill.
Rock Spring Turnverein, Boyle and Chouteau Ave.
Lindenwood Turnverein, Wabash and Pernod Ave.
Schiller Turnverein, 210 Weiss Ave.

HEALTH CENTERS, Municipal.

Pre-Natal Clinics—Three pre-natal clinics, located at 2234 Cass Avenue, 1227 South Compton Avenue, 2338 South Broadway.

Baby Clinics—Ten baby clinics, located at 7002 South Broadway, 2338 South Broadway, 2234 Cass Avenue, 1204 North Seventh Street, 1459 North Market Street, 5002 North Broadway, 1227 South Compton Avenue, 3336 Franklin Avenue, 4303 Easton Avenue, 1243 South Vandeventer Avenue.

Types of cases—The cases are babies from birth to school age. The centers are at the service of mothers in the entire city for instruction in infant hygiene and nutrition. The service also provides and urges the use of serums and vaccines for the prevention of illness.

The service at the Clinics is free.

Tuberculosis or Chest Clinics—Eleven (11) chest clinics are located at 7002 South Broadway, 2338 South Broadway, 1400 Carroll (City Hospital Clinic Bldg.), 2234 Cass Avenue, 1204 North Seventh Street, 1459 North Market Street, 5002 North Broadway, 1227 South Compton Avenue, 3336 Franklin Avenue, 4303 Easton Avenue, 1243 South Vandeventer Avenue.

These latter include cases without medical care and under supervision of private physicians, dispensaries and hospitals. These cases are visited in their homes by the nurses, and contacts are followed up for two years after death of patient.

There are 30 Municipal Nurses and 14 Physicians who operate the above clinics and visit the homes of families in the congested districts.

The Department of Public Welfare cares for from 5000 to 7500 patients and prisoners every night, and administers in some way or other to practically every one in St. Louis many times during the year. Its function is to administer to those who are well by furnishing playgrounds and recreation fields for outdoor sport and healthful amusement—to prevent the spread of diseases as far as possible by means of abatement of nuisances and education propaganda—and to take care of those who are sick in the various hospitals and institutions of the Health Division.

From 2300 to 2700 employees are required to carry on the work of this Department.

Dispensaries (Four)—Location—First Aid—110 S. Twelfth St., Central—1605 S. Fourteenth St., No. 1—3745 N. Broadway. No. 4—907 S. Vandeventer Ave. Type of work done—Emergency, Medical and Surgical.

Municipal Lodging House (for homeless men) Twelfth and Walnut Sts. Number that can be accommodated, 1,050. All guests must work one day for three days' board and lodging. Average number, daily, in season, 1921, 600. Open from Nov. 1st to March 31st, inclusive.

Legal Aid Bureau, Room 208 Municipal Courts Building—Free legal aid and advice given to all persons unable to employ an attorney.

HISTORIC LANDMARKS AND TABLETS.

BELLERIVE TABLET.—Located on west side of Main Street on the site of the old Chouteau mansion, between Market and Walnuts Streets. Tablet is to the memory of Capt. Lewis St. Ange de Bellerive. The inscription reads: "On this site, January 27, 1766, in the house of Maxent, Laclede & Co., civil government was first established in St. Louis by Captain Louis St. Angle de Bellerive. Died December 27, 1774. Military Commandant and Acting Governor of Upper Louisiana."

CHURCH IN CAHOKIA, ILL.—Located just across the Mississippi River, about a mile south of the Free Bridge, stands a church more than 200 years old. This old church outranks by 100 years every other building in this section. It was first an Indian station, then a French trading post; now, for 200 years, it has been a Catholic Mission.

CLARK TABLET.—On the National Bank of Commerce Building, corner Broadway and Olive, is a bronze tablet to the memory of William Clark. The inscription reads: "Here lived and died William Clark, 1770-1838, of the Lewis and Clark expedition. Soldier, Explorer, Territorial Governor, Superintendent of Indian Affairs."

COURT HOUSE.—(See "Principal Places of Interest," this book.)

DENT HOUSE TABLET.—At Fourth and Cerre Streets can be found the marker: "In this house Captain Ulysses S. Grant and Miss Julia Dent were married 22 August 1848."

EADS BRIDGE.—(See "Principal Places of Interest," this book.)

FIELD TABLET.—At 634 South Broadway is a bronze tablet erected to the memory of Eugene Field. It was supposed, when erected, to mark his birthplace, but he is now known to have been born at 28 Collins Street. The inscription reads: "Here was born Eugene Field, the poet, 1850-1895." The tablet was unveiled by Mark Twain, June 6, 1902.

GRANT'S CABIN.—(See "Principal Places of Interest," this book.)

LEVEE FRONT.—(See "Principal Places of Interest," this book.)

MOUNDS.—(See "Principal Places of Interest," this book.)

OLD CATHEDRAL.—(See "Principal Places of Interest," this book.)

PONTIAC TABLET.—In the hallway of the old Southern Hotel at Fourth and Walnut Streets, opposite the main stairway, is a memorial tablet to the memory of the Indian chief of the Ottawas, Pontiac. He came to St. Louis in 1769 to visit his friend, St. Ange de Bellerive, then governor of the post of St. Louis. He was killed in Cahokia and buried in St. Louis. The tablet was erected near the supposed location of his grave.

ST. JOSEPH'S TABLET.—On the same site of the Bellerive tablet another tablet of marble is erected commemorating an expedition against Ft. St. Joseph, Michigan. The inscription reads: "From this point the Spaniards set out, January 2, 1781, on their victorious expedition against Fort Saint Joseph, Michigan, the nearest point flying the British flag."

TABLET ON SECOND STREET.—A tablet on the building at 109 North Second Street records the fact that: "September 26, 1768, 120 feet by 150 feet of this property sold for $120, including a log house sixteen feet square."

OLD ST. LOUIS CATHEDRAL TABLET.—At Second and Walnut Streets there is the following inscription on bronze tablet: "On this spot was celebrated the first mass in St. Louis, A. D. 1764. A log church was erected and blessed June 24, 1770." A second church was erected March 29, 1818. In 1827 the cornerstone for the present cathedral was placed.

HOSPITALS.

Refer to the **Classified Section (Yellow Pages) of the Telephone Directory** under the classification of "Hospitals".

HOTELS, Leading.

American Hotel, 6 N. 7th St.
American Hotel Annex, 8 S. 6th St.
Argonne Apt. Hotel, 3664 Washington Ave.
Arthur Hotel, 280 Skinker Rd.
Belcher Hotel, 405 Lucas Ave.
Benton Hotel, 819 Pine St.
Biltmore Hotel, 3643 Washington Ave.
Blue Grass Hotel, 4040 Olive St.
Bonair Hotel, 4500 Pershing Ave.
Branscome Hotel, 5370 Pershing Ave.
Brevort Hotel, 412 Pine St.
Bristol Hotel, 5650 Pershing Ave.
Buckingham Hotel, 108 N. Kingshighway Bl.
Buckingham Annex, 4976 W. Pine Bl.
Chase Hotel, Kingshighway & Lindell.
Claridge Hotel, 1800 Locust St.
Colonial Hotel, 809 N. Grand Bl.
Del Monte Hotel, 5630 Delmar Ave.
De Von Hotel, 4337 Maryland Ave.
Edison Hotel, 107 N. 18th St.
Field-Eugene, 4339 Olive St.
Forest Hotel, 408 N. Euclid Ave.
Funston Hotel, 4461 Olive St.
Gatesworth Hotel, 245 Union Bl.
Georgian Court Hotel, 5660 Kingsbury Bl.
Grandeventer Hotel, 914 N. Grand Bl.
Hallenbeck Hotel, 220 N. Spring Ave.
Hamilton Hotel, 956 Hamilton Ave.
Harlan Court Hotel, 5451 Delmar Bl.
Jefferson Hotel, 409 N. 12th St.
Katherine Hotel, 4432 Washington Ave.
Kingsdale Hotel, 5017 Delmar Ave.
Laclede Hotel, 520 Chestnut St.
Laclede Hotel Annex, 509 Chestnut St.
Lodge, The, 5512 Etzel Ave.
Madison Hotel, 1829 Market St.
Marion Roe Hotel, 508 Pine St.
Majestic Hotel, 200 N. 11th St.
Marquette Hotel, 1728 Washington Ave.
Maryland Hotel, 205 N. 9th St.
Metropole Hotel, 809 High St.
Model Hotel, 1505 Market St.
Melbourne Hotel, Grand & Lindell Bl.
Parkhurst Hotel, 228 N. Taylor Ave.
Plaza Hotel, New, 3301 Olive St.
Pontiac Hotel, 1901 Market St.
Portland Hotel, 1815 Market St.
Princess Hotel, 12 N. 18th St.
Roselle Hotel, 4145 Lindell Bl.
Sinton Hotel, 5004 Delmar Bl.
Sprague Hotel, 920 N. Taylor Ave.
Sterlings Apts. Hotel, 5316 Pershing Ave.
St. Francis Hotel, 604 Chestnut St.
St. Regis, 4950 Lindell Bl.
Stratford Hotel, 114 N. 8th St.
Statler Hotel, 9th & Washington.
Sterling, 5316 Pershing Ave.
Terminal Hotel, Union Station.
Usona Hotel, 5000 Waterman Ave.
Warwick Hotel, 1428 Locust St.
Washington Hotel, 600 N. Kingshighway Bl.
Westgate Hotel, 706 N. Kingshighway Bl.
Westmoreland Hotel, 5330 Pershing Ave.
Windermere Hotel, 5601 Delmar Bl.
Woodbine Hotel, 5004 Delmar Bl.
Yorkleigh, 4954 West Pine Bl.
Y. W. C. A. Annex, 502 N. 14th St.

For list of other hotels, see Classified Section (Yellow Pages) Telephone Directory.

INFORMATION BUREAUS.

Buyer's Information—National Telephone Directory Co., 101 S. 9th St.
Traveller's Information—Union Station Information Bureau.
Tourist Information—"Ask Mr. Foster" at Scruggs-Vandervoort-Barney, 10th and Olive Sts.
Miscellaneous Information—Von Hoffmann's "All About St. Louis," 101 S. 9th St.

LIBRARIES.

Academy of Science, 3817 Olive St.
Catholic Free Library (Branch of the Public Library), Hess & Culbertson Bldg., Ninth and Olive Sts.
Christian Science Reading Rooms, Railway Exchange Bldg.
Emil Praetorius Memorial Library, Washington University.
Engineers' Club, 3817 Olive St.
Helen Miller Gould Railroad Branch, 205 S. Twentieth St.
Jewish Community Center, 3636 Page Ave.
Law Library Association, 1726 Pierce Bldg.
Medical Department, Washington University, 600 S. Euclid Ave.
Mercantile Library Association, S. W. cor. Locust St. and Broadway.
Missouri Botanical Garden Library, Tower Grove and Flora Bl.

Missouri Historical Society, Jefferson Memorial Bldg.
Neighborhood Association Free Library, 817 N. Nineteenth St.
Polish-American Library, 1940 Cass Ave.
Public Library (Free), Olive St., between 13th and 14th Sts.
Barr Branch, S. W. Co. Jefferson and Lafayette Aves.
Cabanne Branch, Union and Cabanne Aves.
Carondelet Branch, 6800 Michigan Ave.
Catholic Free Library, 505 N. Seventh St.
Crunden Branch, 1500 N. Fourteenth St.
Divoll Branch, Eleventh and Farrar Sts.
Downtown Branch, Grand Leader Store, Sixth and Washington.
Fairmount Branch, 5111 and 5113 Daggett Ave.
Soulard Branch, Seventh and Soulard Sts.
Walnut Park Branch, 5553 Robin Ave.
Sing Hon Library, 4 S. Eighth St.
Slovanska Lipa (Bohemian), 1701 Allen Ave.
St. Francis Xavier Sodality, 15 N. Grand Ave.
St. John's Circulating, N. E. Cor. Sixteenth and Chestnut Sts.
St. Louis Law School, Skinker Road and Lindell Ave.
St. Louis Medical Library, 3525 Pine St.
St. Louis University, Grand Ave. and Pine St.
Teachers' Library, 1517 S. Theresa Ave.
U. S. Court of Appeals Library, 316 Custom House.
Working Girls' Free Library, 1510 Lafayette Ave.
Young Ladies' Sodality, 15 N. Grand Ave.
Y. M. C. A. Circulating, 411 N. 7th St.
Young Men's Sodality, 15 N. Grand Ave.

PUBLIC LIBRARY STATIONS.

No.	Location.	Delivery Days.
1	39th & Lafayette	Daily
2	5406 Gravois	Wed. & Sat.
3	Grand & Natural Bridge	Daily
4	5402 St. Louis	Tues. & Fri.
5	East Grand & 20th	Mon. & Thur.
6	Boyle & Olive	Wed. & Sat.
7	Penrose & Fair	Mon. & Thur.
8	Virginia & Sidney	Daily
9	Juniata & Spring	Daily
10	Goodfellow & Kennerly	Tues. & Fri.
11	Newby & Hall's Ferry	Thursday
12	Southwest & Sulphur	Tues. & Fri.
13	4201 Meramec	Wed. & Sat. (Deposit)
14	18th & Sidney	Daily
15	2927 Chippewa	Tues. & Fri. (Deposit)
16	Tower Grove & Manchester	Daily
17	McPherson & Warne	Mon. & Thur.
18	3020 S. Jefferson	Mon. & Thur.
19	Kossuth & Pleasant	Mon. & Thur.
20	Marcus & Easton	Daily
21	Cherokee & Salena	Wed. & Sat.
22	Easton & Compton	Daily
23	2001 Cherokee	Wed. & Sat.
24	Delmar & Clara	Tues. & Fri.
25	Page & Walton	Daily
26	4553 S. Broadway	Tues. & Fri.
27	214 N. Grand	Daily
28	Delmar & Laurel	Tues. & Fri.
29	8118 N. Broadway	Mon. & Thur.
30	3114 S. Kingshighway	Wed. & Sat.
31	Grand & Cleveland	Daily
32	Grand & Lierman	Tues. & Fri.
33	Goode & Easton	Daily
34	Meramec & California	Tues. & Fri.
35	Morganford & Connecticut—	Wed. & Sat. (Deposit)
36	Marcus & St. Louis	Tues. & Fri.
37	Plymouth & Hodiamont	Tues. & Fri.
38	3400 Cherokee	Tues. & Fri.
39	2138 Benton	Wed. & Sat.
40	Manchester & Ecoff	Wed. & Sat.
41	Louisiana & Chippewa	Tues. & Fri.
42	Jefferson & Washington	Tues. & Fri.
43	Garfield & Taylor	Daily
44	North Market & Pendleton—	Mon., Tues., Thur., Fri.
45	Page & Blackstone	Tues. & Fri.
46	Grand & St. Louis	Daily
48	5421 Southwest	Wed. & Sat.
51	Compton & Laclede	Mon. & Thur.
52	5000 N. Broadway	Mon. & Thur.
57	1220 Tamm	Wed. & Sat.
58	Vandeventer & Laclede—	Mon. & Thur. (Deposit)
59	Florissant & Harris	Mon. & Thur.
60	Ivanhoe & Scanlan	Wed. & Sat. (Deposit)
61	Taylor & Olive	Daily
63	Hazel & Sutton	Wed. & Sat.
67	Natural Bridge & Fair	Mon. & Thur.
68	Pendleton & Suburban Tr.	Wed. & Sat.
69	Osceola & Virginia	Daily
70	Park & Theresa	Daily
71	Lee & Fair	Mon. & Thur.
73	Bayard & Hodiamont Tr.	Wed. & Sat.
74	Tower Grove & McRee	Mon. & Thur.

MARKETS, Municipal and Neighborhood.

MUNICIPAL.

Biddle Market—High, Thirteenth, Biddle and O'Fallon. Daily.
Soulard Market—Seventh, Ninth, Soulard, Carroll. Tuesdays, Thursdays and Saturdays.
South Market—7800 S. Broadway. Tuesdays, Thursdays and Saturdays.
Union Market—Broadway, Sixth, Lucas and Morgan. Daily.

NEIGHBORHOOD.

Easton-Sarah Market—Easton and Sarah. Tuesdays, Thursdays and Saturdays.
French Market—Broadway, from Convent to Rutger. Saturday afternoons and evenings only.
Laclede Market—Laclede, Pine, Sarah. Tuesdays, Thursdays and Saturdays.
Water Tower Market—2100 E. Grand. Tuesdays, Thursdays, Saturdays.
Wild Hunter Market—Broadway and Chippewa. Tuesdays, Thursdays and Saturdays.

NEWSPAPERS.

Refer to **Classified Section (Yellow Pages)** of the **Telephone Directory** under classification of Newspapers.

POLICE DEPARTMENT.

Headquarters—208 S. Twelfth St.
1st District—S. W. Cor. Pennsylvania and Robert Aves.
2nd District—N. E. Cor. Ninth and Wyoming.
3rd District—714 Soulard St.
4th District—N. E. Cor. Tenth and Carr Sts.
5th District—S. E. Cor. Tenth and North Market Sts.
6th District—S. W. Cor. Ninth and Angelica.
7th District—S. E. Cor. Grand and Magnolia.
8th District—2801 Laclede Ave.
9th District—S. W. Cor. Jefferson and Dayton.
10th District—S. E. Cor. Easton and Deer St.
11th District—Newstead Ave., between Laclede and West Pine.
12th District—N. E. Cor. Union and Page.
Mounted District—(Main, Forest Park)—Clayton, near Macklind.
Mounted District—(Sub, Clifton Heights)—Clifton and Columbia Aves.
Mounted District—(Sub, Baden)—Broadway and Pelham.

PUBLIC INSTITUTIONS.

Children's Building—1321 Clark Ave.
City Art Museum—Forest Park.
City Asphalt Plant—4624 De Tonty St.
City Dispensaries—
Branch No. 1—3745 North Broadway.
Branch No. 4—907 South Vandeventer.
City Dog Pound—2108 Gasconade.
City Hall—Market St., 12th and 13th Sts.
City Hospital—1515 Lafayette Ave.
City Jail—124 South 14th St.
City Morgue—N. E. Cor. 12th and Spruce Sts.
City Water Works—
Chain of Rocks—10690 River View Drive, 8328 North Broadway.
Bissell's Point—34 East Grand Ave.
Court House—4th, Broadway, Chestnut and Market.
House of Detention—1321 Clark Ave.
Industrial School—Bellefontaine Road, near Missouri River.
Infectious Disease Hospital—5600 Arsenal St.
Infirmary—Arsenal St., near Dalton Ave.
Isolation Hospital for Children—5600 Arsenal St.
Koch Hospital (for Contagious Diseases)—South of Jefferson Barracks.
Municipal Courts Bldg.—Market, 13th and 14th Sts.
Municipal Greenhouses and Nursery—Forest Park, 5801 Oakland Ave.
Municipal Lodging House—112 South 12th St.
Municipal Nurses Board—202 Municipal Courts Bldg.
Municipal Testing Laboratory—55 Municipal Courts Bldg.
Sanitarium—5330 Arsenal St.
Work House—4200 South Broadway.

RADIO BROADCASTING STATIONS.

Broadcasting market and weather reports and musical concerts, etc.
(1) **KSD**—The St. Louis Post-Dispatch. Wave length 400-485 metres.
(2) **WAAE**—St. Louis Chamber of Commerce. Wave length 360.
(3) **WCK**—Stix, Baer & Fuller. Wave length 360-485.
(4) **WEB**—Benwood Co. Wave length 360.
(5) **WEW**—St. Louis University. Wave length 360-485.
(6) **WYDA**—Government Land Radio Station. 600-756-952-1200-1500-1900.

RAILROAD TICKET OFFICES (Principal).

Baltimore & Ohio—326 N. Broadway.
Big Four Route—320 N. Broadway.
Burlington Route—324 N. Broadway.
Chicago, Burlington & Quincy—324 N. Broadway.
Chicago & Alton—326 N. Broadway.
Chicago & Eastern Illinois—322 N. Broadway.
Cleveland, Cincinnati, Chicago & St. Louis Ry.—320 N. Broadway.
Clover Leaf Route—318 N. Broadway.
Cotton Belt Route—320 N. Broadway.
Frisco Lines—322 N. Broadway.
Illinois Central—324 N. Broadway.
Illinois Traction System—700 N. 12th St., 3729 N. Broadway.
Louisville & Nashville—318 N. Broadway.
Mississippi River & Bonne Terre Railway—
Missouri, Kansas & Texas—328 N. Broadway.
Missouri Pacific—318 N. Broadway.
Mobile & Ohio—322 N. Broadway.
Nashville, Chattanooga & St. Louis—318 N. Broadway.
New York Central Lines—320 N. Broadway.
Pennsylvania System—316 N. Broadway.
Rock Island Lines—320 N. Broadway.
St. Louis-San Francisco—322 N. Broadway.
St. Louis-Southwestern—320 N. Broadway.
Southern Railway Co.—322 N. Broadway.
Toledo, St. Louis & Western—318 N. Broadway.
Wabash Railroad—328 N. Broadway.
Tickets on other railroads can be secured at Union Station, 18th and Market Sts.

RAILWAY STATIONS.

Union Station, on Market from Eighteenth to Twentieth St.; covers 11 acres, and has 19 miles of tracks, on which 26 railway lines meet. Laclede, Market, Manchester, Park, Compton or Belt lines.
McKinley Station (Illinois Traction System), Twelfth St. and Lucas Ave. Page, Park, Compton, Belt or Wellston lines.
Tower Grove Station, Frisco and Missouri Pacific Railways. On Southampton, Chouteau and Vandeventer lines.
Vandeventer Station, 511 S. Vandeventer Ave. Wabash Railroad. Vandeventer, Market or Southampton lines.
Delmar Station, Wabash Railroad. On Delmar-Olive, City Limits and Clayton lines.
Eads Bridge Station, under Eads Bridge, foot of Washington Ave. Page, Park or Compton lines.
Broadway Station, Missouri Pacific Ry. Broadway and Tesson Sts. Broadway line.

SCHOOLS, Public.

Refer to the **Classified Section (Yellow Pages)** of the **Telephone Directory** under the classification of "Schools".

HIGH SCHOOLS, Public.

Blewett Junior High School, 5351 Von Versen.
Central High School, 1030 Grand Ave.
Cleveland High School, 4353 Virginia Ave.
McKinley High School, 2156 Russell Ave.
Soldan High School, 914 N. Union Blvd.
Sumner High School (colored), 4270 Cottage.
Yeatman High School, 3816 N. Garrison Ave.

EVENING SCHOOLS, Public.

Public Evening Schools open early in October and continue in session for seventy-five nights on Monday, Wednesday and Friday nights. No charge for tuition to residents of St. Louis.
Central High School, Grand Ave. and Windsor Pl.
Cleveland High School, Virginia Ave. and Osceola St.
McKinley High School, Missouri and Russell Aves.
Soldan High School, Union and Kensington Aves.
Yeatman High, Garrison and Natural Bridge Ave.
Elementary school subjects are taught in the high school buildings on Tuesday, Thursday and Saturday nights.
Adams, 1311 Tower Grove Ave.
Franklin, 814 N. Nineteenth St.

COLORED SCHOOLS.

Sumner High School, 4270 Cottage Ave.
Banneker, Ewing and Lucas Aves.

TAXICABS.

Refer to **Classified Business Section (Yellow Pages)** of the **Telephone Directory** under the classification of Taxicabs.

TELEGRAPH OFFICES.

Refer to **Classified Section (Yellow Pages)** of the **Telephone Directory** under classification "Telegraph."

U. S. GOVERNMENT OFFICES.

Bureau of Animal Industry—Dome, Custom House.
Cashier—Room 110, Custom House.
Circuit Court of Appeals—Room 310, Custom House.
Circuit Court Judges—Room 312, Custom House.
Clerk Circuit Court of Appeals—Room 308, Custom House.
Clerk District Court—Room 342, Custom House.
Collector Internal Revenue—Room 232, Custom House.
Commissioner—Room 340, Custom House.
Custodian—Room 209, Custom House.
Custom's Office—Room 200, Custom House.
Department of Justice Agents—Room 406, Custom House.

District Attorney—Room 330, Custom House.
District Court—Room 300, Custom House.
District Judge—Room 320, Custom House.
Engineer Corps—Room 428, Custom House.
Grand Jury—Room 404, Custom House.
Income Tax—Room 232, Custom House.
Internal Revenue Agent—Room 414, Custom House.
Marshal—Room 326, Custom House.
Meat Inspection Laboratory—Dome. Custom House.
Money Order Division—Room 114, Custom House.
Naturalization Service—Room 308, Custom House.
Postmaster—Room 108, Custom House.
Post Office Inspector—Room 100, Custom House.
Registry Division—Room 113, Custom House.
Secret Service—Room 211, Custom House.
Special Agent Treasury Department—Room 207, Custom House.

WHERE TO BUY THEATRE TICKETS.

(Also Baseball and Municipal Opera.)

Baldwin Piano Co.—1111 Olive.
Chase Hotel—Kingshighway and Lindell.
Conroy Piano Co.—1100 Olive.
Jefferson Hotel—Twelfth and Locust.
Lobby Arcade Bldg.—Eighth and Olive.
Statler Hotel—Ninth and Washington.

WHERE TO DINE.

LIGHT LUNCHES.

Benish Grill Room—Chemical Bldg.
Busy Bee Candy Co.—417 N. 7th St.
Dardanella Caterer—5741 Delmar Boul.
Dorr & Zeller Catering Co.—401 DeBaliviere Ave.
Garavelli, Ben—3559 Olive St.
Harvey, Fred—Union Station.
Herz-Oakes Candy Co.—512 Locust St.
Ibsen, Peter—912 Olive St.
Julier Chocolate Shop—Arcade Bldg.
LaSalle Candy Co.—501 Olive St.
Melsheimer Restaurant—309 Pine St.
Nelson, Inc. (Zeller Bros.)—440 DeBaliviere Ave.
Speck Confectionery—414 Market St.
Zeller Bros. Catering Co.—4701 McPherson Ave.

WAYSIDE INNS—CHICKEN DINNERS.

Autenrieth—7923 Meramec, Clayton, Mo.
Busch's Grove—Clayton Road.
Carsonville Cafe and Garden—Natural Bridge and Carson Road.
Caruso's Inn—North and South Road.
Cedar Crest Inn—Manchester Road.
Chesterfield Inn—Olive St. Road.
Elms, The—St. Charles Rock Road.
Fauna Flora—240 W. Manchester.
Green Mill Inn—Manchester Road.
Gumbo Inn—Olive St. Road.
Link's Chicken Farm—Manchester Road.
Longwood Garden—9406 S. Broadway.
Madam Defoe's Inn—Telegraph Road.
Maples, The—Manchester Road.
Maxwellton Inn—Maxwellton Park.
Moonshine Out—Gravois Road.
Oaks, The—St. Charles Rock Road.
Oakville Inn—Telegraph Rd.
Park View Inn—10783 River View Drive.
Remley's Mt. Olive Garden—Spring Ave.
Rish's Grove—Lemay Ferry Road.
Rosa Villa—Gravois Road.
Seibert's Grove—Gravois Road.
Seven Oaks—Manchester Road.
Wallner's Cafe—6286 Clayton.
Wallner, Theresa, Mrs.—8149 Gravois.

RESTAURANTS DE LUXE.

(* Music and Dancing).

Acme Restaurant—205 N. Broadway.
American Hotel—6 N. 7th St.
American Hotel Annex—8 S. 6th St.
*Anschuetz, Carl—Grand and Shenandoah.
*Anschuetz Mission Inn—Grand and Magnolia.
Benish Restaurant—8th and Olive.
*Bevo Mill Restaurant—4749 Gravois.
Buckingham Hotel—108 N. Kingshighway Boul.
*Cafferata Cafe—4500 Delmar Boul.
*Chase Hotel—Kingshighway and Lindell.
Claridge Hotel—1800 Locust St.
Famous & Barr—7th and Olive.
Gatesworth Hotel—245 Union Boul.
Gem Restaurant—710 Pine St.
Grand-Leader, Stix, Baer & Fuller—6th and Washington.
Oakville Inn—Telegraph Road.
Grand-Olive—3612 Olive St.
Harvey, Fred—Union Station.
*Jefferson Hotel—409 N. 12th St.
Koerner's—408 Washington Ave.
Marquette Hotel—1728 Washington Ave.
*Melbourne Hotel—Grand and Lindell Boul.
Melsheimer's—507 N. 9th St
Scruggs-Vandervoort & Barney—9th and Olive.
*Statler Hotel—9th and Washington Ave.
Terminal Hotel—Union Station.
Washington Restaurant—415 Washington Ave.
Wohler's Restaurant—105 N. 6th St.

CAFETERIAS.

Arco—409 N. Broadway.
Beers Hotel—3603 Olive St.
Benish—8th and Olive.
Dinner Bell—1002 Olive St.
Maryland—9th and Pine.
Rex—206 N. 8th St.

CHINESE RESTAURANTS.

Mandarin Cafe—4948 Delmar Boul.
Orient Restaurant—419 N. 6th St.
Peacock Restaurant—207 N. 6th St.
St. Louis Inn—704 Pine St.
Shanghai Low Catering Co.—510 Market St.

WIRELESS TELEGRAPH STATIONS.

9YAB—Washington University, 200-375.
9XS—Manhattan Electrical Co. Wave length variable.
9YK—St. Louis University, 200-375.
9ZB—Lester A. Benson, 200-375.
9ZV—James A. Crowdus, 200-375.

FEW OF THE PROMINENT MISSOURIANS AND ST. LOUISANS—PAST AND PRESENT.

1. Dr. Henry Smith Pritchett, established Standard Time.
2. Stephen Austin, colonizing Texas, (named capital after him).
3. Eugene Field, Missouri's greatest poet.
4. Mark Twain (Samuel L. Clemens) Missouri's greatest humorist.
5. Kit Carson (John Coter), trapper, discovered Yellowstone Park.
6. Missourians as legal advisers to King of Siam, and as ministers to.
7. Missouri the mother state of Oregon—Oregonians mostly Missourians.
8. D. C. Jackling, made Utah's copper mining possible.
9. W. S. Thomas developed possibility of coking Montana coal.
10. R. H. Hanley found method of extracting zinc from copper and silver-carrying ores by electrolysis.
11. Daniel Boone—pioneer.
12. Adolphus Busch—greatest brewer in world.
13. James B. Eads—engineer.
14. George C. Bingham—artist.
15. Richard M. Scruggs—merchant and philanthropist.
16. General W. T. Sherman—Civil War general.
17. David R. Francis—ambassador to Russia.
18. Military—Gen. John J. Pershing, Commander in Chief of the American Expeditionary Forces; Gen. Enoch Herbert Crowder; Colonel James E. Rieger.
19. Gen. U. S. Grant—soldier and president.
20. Champ Clark—Speaker of the House.
21. James A. Reed—Senator.
22. N. M. Bell—father of foreign parcel post.
23. Winston Churchill—author of "The Crisis".
24. Augustus Thomas—playright "In Missouri".
25. Marion Reedy—writer.
26. Lewis and Clark.

A TENSE MOMENT AT SPORTSMAN'S PARK.

MISSOURI BOTANICAL GARDEN

Shaw's Garden

Almost the first thing visitors to St. Louis ask to see is the Missouri Botanical Garden, which, because of its having been founded by Henry Shaw, is known locally as "Shaw's Garden." With its great variety of outdoor gardens, combining the picturesque with the formal plantings, and with the remarkably fine lot of plants of all sorts under glass, the Garden is an attractive place to visit at any time of year. Recognized throughout the world as one of the few great botanical gardens, its magnificent collections of beautiful, or useful, or curious plants has a very wide appeal. The Garden as it now exists is the development of the private garden of Mr. Henry Shaw who came to this country from England in 1818 and soon after settled in St. Louis. Upon his death his garden, together with the major portion of his estate, was left to a self-perpetuating Board of Trustees, who, through a Director, carry out the remarkably liberal and far-seeing provisions of his will. Although popularly supposed to receive aid from both the City and State, the Missouri Botanical Garden has no support whatever other than from the estate of its founder. The Trustees have from the first recognized that in administering the great institution entrusted to them by Mr. Shaw they have two distinct duties to perform. One of these is, of course, the provision of an attractive and instructive collection of trees and plants of all sorts, which, besides providing an ideal spot in which the people of St. Louis and elsewhere may find grateful relief from ordinary city surroundings, will also be of much practical value to those interested in gardening and plants. The other duty is fostering and encouraging by every possible means the theoretical as well as the applied side of science and botany. Mr. Shaw before his death began to gather together a library and a herbarium and made definite provision in his will for the establishment of laboratories and the investigation of the various aspects of floriculture, horticulture and physiological and systematic botany. Through the Henry Shaw School of Botany, the Garden has the closest affiliation with Washington University. Students coming to Washington University from other institutions to take one of the higher degrees do their graduate work at the Garden. There is also a school for Gardening to which high school graduates are admitted. The work in this school includes landscape design, floriculture, horticulture, diseases of plants, tree surgery, the use of plant materials, and such other subjects as are calculated to fit one for the profession of gardening in any of its various aspects.

The Garden comprises about 75 acres in the heart of the city. Within the stone wall and fence which enclose it may be found, in addition to the ordinary landscape features of the park, many special gardens and collections. Chief among these are the rose garden, the iris garden, the aquatic garden, the Italian garden, the wild flower garden, etc. The so-called economic garden contains useful plants such as sugar cane, cotton, rice, and farm crops of various kinds. There also are to be found examples of vines, hedge plants, annuals and perennials suitable for gardens in the vicinity of St. Louis. Four sample back yards, showing various ways in which the average city lot may be planted, are included, as well as various other features, calculated to be of benefit to the small householder.

The conservatories are devoted primarily to maintaining permanent collections of palms, tropical economic plants, ferns, desert vegetation, cycads, orchids, etc. There is also a floral display house where a continuous flower show is maintained from October to July. Among the more notable displays are those of chrysanthemums in November, orchids in December and January, and the spring flower show, including cinerarias, roses, lilies, calceolarias and amaryllis. In May the St. Louis Garden Club holds a show for the amateur gardeners of St. Louis and vicinity, at which prizes are offered, and in the fall of 1923 a dahlia show will be staged for the first time. The floral display house is admirably adapted for such exhibitions and probably nowhere else in the country does the public have a similar opportunity to see brought together such attractive and beautiful collections of blooming plants.

The Garden is open to the public every day in the year, except New Year's, Fourth of July, Labor Day, and Christmas—week days from 8:00 a. m. until one-half hour after sunset; Sundays from November to April, 1:00 p. m. until sunset, from April to November, 2:00 p. m. until sunset.

EXCURSIONS ON THE MISSISSIPPI

If Mark Twain could see his beloved Mississippi River as it is today, what a fairy romance he could weave about its busy traffic! What golden pages could he add to his immortal "Life on the Mississippi" could he see huge towboats bound to mammoth barges bearing their bulky burdens to New Orleans—and the world! What a word picture could he paint were he aboard one of the modern floating palaces with its gay throng of young St. Louisans gliding over the smooth dance floor to bewitching strains of music somewhat different from those that the darkies strummed on their banjos in the days of Huckleberry Finn and Tom Sawyer.

How unlike the old cotton packets with their tall smokestacks, shrill whistles and twinkling bells are the excursion boats of today, with their big wicker tapestry covered chairs, chaise longues, canopied ceilings, floor lamps surrounded by a garden setting of myriad palms and growing flowers in wicker boxes—a roof garden transported from the heat of the city to the cool evening breeze that hovers over the Father of Waters.

Is it any wonder that thousands of those who toil in the marts of trade wend their weary ways to the waterfront where tired bodies are revived by cool fans and perpetual breezes, where tired feet forget their weariness and tired spirits their depression as the couples lose themselves among other couples in the soft, seductive strains of a dreamy waltz or a peppy foxtrot? Just to lounge with "someone" in a soft cushioned steamer chair and listen to the barcarole of the orchestra and gaze at a silvery moon flirting with the dark stream who coquettishly winks back with its thousand eyes is inspiration enough for the budding Romeos and Juliets of the prosaic workaday world.

The Mississippi indeed becomes a river of romance, for in a few hours you are carried past the huge water filtration plant at Chain of Rocks, past the mouth of the Great Missouri to Alton. Next comes Lover's Leap, so called because, we are told, that from this point a disappointed Indian maid flung herself into the engulfing current beneath. On we go to Clarksville of cider fame—then to Louisiana and Hannibal, where Mark Twain spent his boyhood days and which is the background for his immortal tales of mischievous youth. Soon we are at Quincy, our destination, and if you would go further, you can travel clear to St. Paul, as some of the boats make regular nine-day trips from St. Louis to St. Paul during the summer months. Boats can also be chartered for conventions or private outings.

If your fancy leans toward the "Land of Cotton," take a sixday trip down the river past Cape Girardeau, Cairo, up the Ohio to Paducah, and up the winding Tennessee River into the very heart of the enchanted country of the Old South, where stops are made to satisfy the sightseer until we reach the Shiloh National Park — the scene of that mighty struggle where "brother fought against brother." Embarking again, we are St. Louis bound.

Then there are one-day trips—up and down stream—which are becoming more and more popular as a rendezvous for bridge parties, for sewing circles, for family outings and for real rest and recreation. What more charming entertainment could we offer to our visitor during the long summer days?

When Mark Twain was a boy, the staunch little packets of his day battled bravely against the current with their 25 tons of freight. The present day barge-tow moves 10,000 tons—more than 350 carloads or ten full trains—in a single tow. At the modern $1,000,000 Municipal Dock in St. Louis, huge traveling cranes can load 10,000 tons and deliver it at New Orleans to one of the trans-Atlantic or trans-Pacific boats of the same capacity. Thus a tow load at St. Louis becomes a ship load at New Orleans, and St. Louis becomes the newest "seaport" in the United States. Favored by distance and low water shipping rates, is it any wonder that St. Louis manufacturers can handle Pacific trade via the Panama Canal more profitably than their Eastern competitors can by rail?

Yes, if Mark Twain could see his beloved Mississippi River as it is today, what a fairy romance he could weave about its busy traffic!

For detailed information and literature regarding trips, communicate with Streckfus Steamboat Co., Eagle Packet Co., St. Louis & Tennessee River Packet Co., Mississippi & Ohio Steamboat Co., Mississippi-Warrior River Service, Belle of Calhoun Co., Municipal Docks.

VACATIONS IN THE OZARKS

Imagine the crags and peaks of the Alps, the picturesque palisades of the Hudson, the caves and glens of the Scotch Highlands bathed in the sunshine of Madrid or the pale blue moonlight of Venice and you have a hazy picture of the wonderland of the Ozarks. To describe it is to try to paint the lily or to analyze the delicate fragrance of a full blown American Beauty Rose with words which are but clumsy vehicles of thought.

To learn of the lure of the Ozarks you must paddle up the Gasconade or the White River on a midsummer day, cast your line into the lazy current and let the lofty canyons of trees scarcely moving in the playful breeze fill your soul with peace that banishes every earthly care. Or choose a faithful horse in the early morn and ride all day over unknown trails, stop for a drink at a bubbling spring or get out of the glare of the midday sun in the cool labyrinth of a cave hewn by the Creator when the earth was young, and yours will be the thrill of a Columbus or a De Soto. And if you would paint with colors that no Rembrandt could place on canvas, behold, I pray you, the reds and yellows and burnished gold from the palette of the Great Master spread with lavish strokes over the purple haze of the rugged horizon at the close of an Ozark day. Listen, my friend, to the even song of a thousand birds greeting the pale moon riding majestically in a sea of stars that seem just beyond your finger tips. Tarry for an hour beneath a lone cluster of pines and drink in the wonders of the sky above, and then you will learn of the lure of the Ozarks. Every year thousands and thousands of St. Louisans have answered this call, for the Ozark country is but a stone's throw by rail from the city. Even on the hottest days of midsummer the mountain temperature is moderate on account of the altitude varying from 800 to 2,200 feet.

The nights are delightfully cool—an extra blanket usually adding to the comfort of the sleeper. This vast summer playground covering the whole southern half of the State starts at the very gates of St. Louis — the Meramec River — whose banks are dotted with camps and cottages of thousands of city dwellers, who commute daily to the city and spend the week-ends bathing and canoeing in the cool, shaded stream.

GASCONADE RIVER IN THE OZARKS.

Every town in the Ozark region has scores of private farms, bungalows, tents and goodly sized hotels that house this annual mecca of pleasure seekers. And if your fancy turns toward hunting and fishing, there are many rustic lodges that cater exclusively to the followers of Nimrod and Izaak Walton, for the mountains are indeed a sportsman's paradise.

Vacationing in the Ozarks is a habit. Once you have tasted the elixir of the mountain air, bathed in its clear, cool streams and eaten with a three-fold appetite at the end of a day of hard play, you'll be counting the days till next vacation rolls around. Families by the hundreds engage private bungalows for the summer months at less expense than staying in the city over the same period, which fact perhaps is the chief reason for the ever increasing popularity of the play-mountains of the Southwest.

You will find a joyful camaraderie of real folks in the Ozark towns, whose farms and firesides are ever waiting to make your stay one of pleasant, golden memories.

If you would know more of the sturdy mountaineers — their hopes, their fears, their joys, their sorrows—just get one of Harold Bell Wright's Ozark stories—"The Shepherd of the Hills," or "The Calling of Dan Mathews"—from your library and you'll be borne in a flight of fancy to winding mountain trails that lead to adventure and romance.

Then see the land for yourself. Pitch your tent in the open spaces, if you will, hunt on a hundred hills and fish in a thousand streams, sleep under the stars, get in tune with the infinite, for here the world-weary wanderer finds:

"Tongues in trees,
Books in the running brooks,
Sermons in stones,
And good in everything."

References:

Frisco R. R.—"Vacations in the Ozarks."

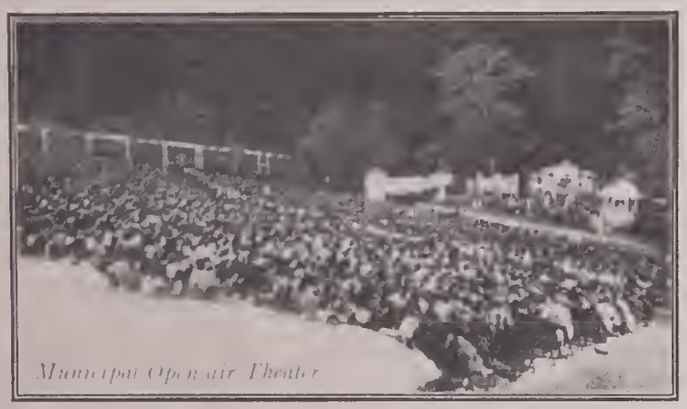
Missouri Pacific R. R.—"Recreation Near Home," "The White River Country."

Rock Island R. R.—"Pleasure Spots Among the Ozarks."

MUNICIPAL OPERA

It is indeed a strange coincidence that the same hills which only a few generations ago resounded with the discordant war whoops of Indian tribes, today reverberate with harmonies of song and symphony, for in St. Louis stands an unique municipal monument to music that bears silent testimony to the high standard of municipal entertainment patronized by the music lovers of the Mound City.

Situated in a natural amphitheatre in Forest Park on the steep bank of the River des Peres, no more exquisite setting could be desired as a background for the comic operas presented nightly for ten weeks during the mid-summer season. From far and near throngs a multitude of ten thousand, who listen with rapt ears to the arias and choruses of "The Chocolate Soldier" or "The Spring Maid," presented by a cast of the best voices and an ensemble that sometimes numbers one


Municipal Open-air Theatre

thousand, for the stage—120 by 90 feet—is the largest in the country. A symphony orchestra of 150 pieces accompanies every performance.

The vast auditorium—256 feet deep and an average width of 225 feet—has a total seating capacity of 9,270, seventeen hundred of which are free, and ample space on the sides and in the rear for several thousand additional spectators. The structure is of reinforced concrete throughout and portable chairs are used for seats. Exits are so arranged that the auditorium can be emptied in from ten to twenty minutes.

Even from the most remote position in the rear, the spectator has free unobstructed view of the stage, and the voices of the artists aided by exceptional acoustics have carried satisfactorily in every performance so far held. In fact, during the forthcoming season powerful amplifiers will be installed in the rear of the theatre to further augment the voices of the artists and the entire opera will be broadcast by radio so that St. Louis will share its musical treat with the whole nation. Two massive oaks and clusters of dense shrubbery form a picturesque background to the massive stage. A small bridge across the River des Peres in the rear of the stage is often embodied in the scenes of operas requiring spectacular settings. Elaborate electric lighting effects from the towers flanking the stage lend an exotic touch to each production and their spectral rays form quite a contrast to the dainty blue-white moon and twinkling stars overhead.

The impulse which prompted the erection of the Municipal Theatre was born in the historic Pageant and Masque of St. Louis in 1914, which brought forth an assemblage of 300,000 St. Louisans and two years later the theatre was opened by a performance of "As You Like It" by a distinguished cast headed by Margaret Anglin, Robert B. Mantell and Frederick Lewis.

The following year the city placed the theatre on a permanent basis, building a stage, a concrete auditorium and erecting at the top a colonnade of classic style.

Among the more familiar offerings presented in recent seasons are: "Robin Hood," "Bohemian Girl," "The Mikado," Chimes of Normandy," "The Fire Fly," "Babes in Toyland," "Katrinka," "The Fortune Teller," "Sari," "Miss Springtime," "The Yeomen of the Guard" and "Sweethearts."

Unlike most artistic enterprises conducted on a colossal scale, the Municipal Opera is a profitable venture. A portion of the profits has been used to construct a new shelter pergola on one side of the auditorium which affords protection to 10,000 people in event of rain; also, in establishing a Free Chorus School in which were trained, at the Association's expense, the 237 St. Louis boys and girls from whom the present chorus of 90 voices was chosen. Ultimately it is hoped to develop local talent—St. Louis residents and St. Louis trained—into finished artists of every department of light opera.

During the winter and spring season, St. Louisans are not without high-class musical diversion, for the St. Louis Symphony Orchestra, under the direction of Rudolph Ganz, is recognized as one of the foremost organizations of its kind in the country today. Concerts are given several times every week to capacity houses and often soloists of exceptional ability enhance the regular symphony program. Vocal and instrumental artists of international fame always find an appreciative, attentive audience in our midst.

In this day when the throne of the Divine Muse has been usurped by the tyrant Jazz it is a source of pride to St. Louisans that there are not merely a faithful few to whom music means more than the moan of a saxaphone or the strident staccato of crackling cornets, but rather a symphonious setting to a romantic tale—a story that never grows old to the multitudes that make their pilgrimages to their Meccas of music—the Symphony and the Municipal Opera.

Right on the heels of the Municipal Opera season comes another extravaganza of symphony—not of music but of color—the Annual Fashion Show, held for two solid weeks in August in the massive Municipal Theatre in Forest Park.

Heralded far and near in the public prints, buyers of feminine apparel flock by the thousands to attend this supreme spectacle of style—the fashion event of the year, where they can view the latest creations designed by the world's greatest dressmakers for the wardrobe of milady during the fall and winter seasons.

Here the buyer from Little Rock, Arkansas, or Great Falls, Montana, can make an advance selection of the coming modes for his respective clientele, providing them with the same up-to-the-minute models as are being worn in the most metropolitan circles.

Not only do the buyers witness this gay garment display, but thousands of St. Louisans and visitors swell the attendance to the ten-thousand mark every night of the two weeks.

The settings rival those of the Municipal Opera in splendor and sumptuous scenery. Elaborate lighting effects cast a myriad tints upon the hundreds of dainty mannequins who pirouette behind the footlights and promenade on the two long aisles through the audience. A tuneful musical program of popular numbers is presented throughout the performance by a symphony orchestra of 150 pieces. Between the showings of suits, blouses and skirts, sport clothes, evening gowns and furs the best acts of the vaudeville stage offer a delightful *piece de resistance* to the seemingly endless procession of trimly shod and gaily decked models. A chilly contrast to the mid-summer revue is afforded by the ice skaters who exhibit the advance styles in skating costumes, while delighting the spectators by fancy skating on a specially constructed tank of ice. The program is usually concluded by exhibitions of fancy diving by a score of shapely swimmers whose skillful performance is as attractive as the bright bathing suits which they display.

The Fashion Pageant is a living monument to the foresight, and concerted action of St. Louis garment manufacturers, whose constant thought is to combine style with values in serving the needs of the nation. Although the annual business of the millinery, clothing, shoes and fur manufacturers of St. Louis aggregates millions, yet their respective trades mean more to them than the mere making of clothes. It is rather a large craft—a guild of artisans who have devoted their energies to the goal of making the dictum of Dame Fashion start from the center of the land. And why not, since St. Louis is the second city in the manufacture of shoes, third in the manufacture of clothing, and first in the fur market?

And not only because of its keystone position in the clothing industry, but by virtue of its histrionic background will this goal be reached. For what metropolitan center of the country is so rich in tradition as St. Louis, with its varicolored episodes of French and Spanish strain that are woven into its vivid history. The lure of Spanish gold, the daring spirit of the French explorer, the romance born on the seven seas, the true aristocracy of Old Versailles and the innate refinement of Southern chivalry are the silent influences that speak in St. Louis styles, which some day will mean as much to the fair followers of Fashion as "Poiret" and "Paquin" mean today.

Missouri Historical Society

The Missouri Historical Society occupies a section of the Jefferson Memorial Building at the Lindell Boulevard entrance to Forest Park. Here in its archives the lover of history will find a complete collection of records, books and manuscripts and relics pertaining to the history of the country, both aboriginal and modern, particularly with reference to Missouri and the Louisiana Purchase states.

The student of early Western history will be fascinated by the remarkable collection of objects made by the Mound Builders, whose faces no white man ever saw, who lived where St. Louis now stands and whose earthen monuments gave to St. Louis the sobriquet of "The Mound City."

In the museum can be found one of the finest collections of Indian implements and weapons, including the best single collection of "Ceremonials" in existence.

The Society's records contain the third largest and most complete collection of books and manuscripts relating to Thomas Jefferson; also an extensive set of papers and books and many personal letters of Aaron Burr and Alexander Hamilton.

Its collection of Missouri newspapers, books, documents, and portraits is the best in existence. This includes practically all the French and Spanish archives, the original documents and transfer of the Louisiana Purchase, the official and private letters of many of Missouri's citizens and statesmen, together with copies of all the early church records.

JEFFERSON MEMORIAL.

Under glass cases repose many original manuscript records of the famous Lewis and Clark Expedition and many odd and interesting relics of the Mexican War.

The large array of firearms, dating from the earliest pioneer days, forms the most remarkable collection of Western firearms in existence.

The Society's collection of photographs of soldiers of the World War is second to none. Its record of Missouri's participation in that colossal conflict includes muster rolls, diaries, letters, war maps, plans, battle flags and weapons of every battle in which Missouri troops engaged.

Perhaps the greatest asset to the completeness of the Society's records is the incomparable library of 40,000 volumes, forming the best record of Indian and Western history existing today. Families from coast to coast come to consult it when in quest of genealogical records. The Missouri Historical Society, financed entirely from a small endowment and membership dues, is rapidly placing itself on a par with the best historical and genealogical institutions in the United States today.

St. Louisans take particular delight in taking their visitors to the Zoo in Forest Park, for the city's large aggregation of specimens of animal life has become one of the chief zoological gardens in the country. Here the visitor sees not merely rows and rows of cages of birds and beasts, but he sees them in their native habitats—bears in huge "cageless" pits and sea lions in pools reminiscent of Arctic seas.

The St. Louis Zoo occupies 72 acres, containing 230 mammals, 520 birds and 160 reptiles and amphibians. Among its outstanding features are the largest bird cage in America, artificial lakes for aquatic animals and a mammoth "monkey mountain," which will soon be constructed, where the devotees of Darwin can commune with their relatives."

The representatives of the cat family are quartered in the Lion House—a beautiful, buff brick building providing summer and winter quarters for lions, tigers, leopards, lynxes, pumas, hyenas, etc.

Children find a perpetual source of amusement in the elephant house, the domicile of the Jumbo clan, that are as splendid specimens as Barnum's finest. The rhinoceros house, too, is always filled with open-mouthed youngsters.

The Zoo has a number of outdoor cages—fox and wolf dens with a natural background of rocks and trees; paddocks for grazing animals; alligator pools with the same habitat as if they were transported bodily from the lower Nile. A quacking armada is always maneuvering on the surface of the spacious duck pond, while stately swans silently swim the surface of a nearby lagoon.

Perhaps the most unique portion of the Zoo is the Bruin Apartment, for here the nature lover can see every known specimen of the well-known Ursus tribe in ten massive pits, each sixty feet wide, forty-five feet high with no intervening bars between the public and the animals. The rock formations of these pits are exact reproductions of the crags of the Ozarks which were constructed at enormous expense. The result, however, is a true visual picture of the untamed wilderness from which the bears originally came, and as the spectator views these slow-footed, shaggy giants indulging in the luxury of a siesta in the shadow of a cool cliff or shaking themselves after an icy dip in zero waters, he is impressed by the fact that the bears seem quite contented with their man-made homes.

To enumerate all of the feathered, furry and finny residents of the Zoo would be to take a roll call of Noah's ark. They're all there from every clime and country.

CAGELESS BEAR PITS.

In addition to the large hospital for convalescent animals—a unique feature—and service buildings and rest rooms, the visitor to the Zoo will soon see a new giraffe house, a mammoth aquarium, and new barless lion's dens, where the king of beasts can be viewed in a real jungle setting. These are but a few of the new additions provided for in the large bond issue recently ratified by St. Louisans at the polls.

The boy and girl of tomorrow who makes continued visits to the Zoo will learn more through observation about the creatures of the air above and the earth beneath and the waters under the earth than he could by poring over dry theses on natural history. It was with this forethought that St. Louisans voted in a body to make the St. Louis Zoo a monument of education and entertainment to posterity.

BIRD CAGE.

SEA LION POOL.

Facts about St. Louis

St. Louis is the *metropolis* of the *Mississippi Valley.*

St. Louis population (1920) 772,897; Greater St. Louis (1920) 1,014,457.

There are 50,000,000 people within the *ordinary commercial distribution radius* of St. Louis.

St. Louis is the *logical* and also the *Central Convention City* of the United States.

The City's Municipal Administration is highly favorable to new industries and fosters industrial expansion in every way.

St. Louis is the fifth city in manufacturing.

St. Louis has over 4,000 factories with an annual payroll of $143,021,115.

St. Louis *factories employ* approximately 190,000.

The *manufactured products* in the St. Louis district are valued at over $950,000,000. There are *seventy-three establishments* whose yearly output is valued at $1,000,000 or more each.

Illinois coal production *within* 100 miles of St. Louis is 20,000,000 tons per annum; St. Louis consumption is 12,000,000 tons per annum. The large excess of supply gives St. Louis *cheaper manufacturing coal* than *any other* great city.

Cheap steam coal for kilowatt energy additionally supported by Keokuk Dam hydro-electric production makes available *cheap electrical energy* for manufacturing purposes.

The banks of St. Louis do a gross business approximating $20,000,000,000 a year, including clearings of $8,000,000,000, with resources of over $500,000,000.

St. Louis is the *only city* in the nation that has been awarded both Federal Reserve Bank and Federal Land Bank.

St. Louis' *war record* is the *envy of every city in the nation.* One St. Louisan in every 14 was in the U. S. service, all liberty loan quotas and other financial drives *greatly over-subscribed* and *first* over the top in most of them.

Four bridges span the Mississippi River at St. Louis, among them the Municipal Free Bridge which is the *largest double-decked steel span bridge in the world.* Bridge and approach two miles long.

The *great open-air Municipal Theatre* in Forest Park is the *only one* in the United States. Seats 10,000, is built entirely of concrete with its great stage in the natural woodland of the park and has most wonderful acoustics, equipped with amplifiers.

There are *twenty-six railroads* entering St. Louis. The city is "overnight from anywhere."

Stopovers are issued on *all* railway tickets.

The total mileage of railways serving St. Louis is *64,071.*

In the list of American cities St. Louis stands fifty-sixth in per capita of indebtedness, with the per capita debt $26.54, by far the lowest of any metropolitan city.

The area of St. Louis is 61.37 square miles.

St. Louis does an annual foreign business in *excess of $100,000,000.*

St. Louis has *38 important lines of business*, such as shoes, chemicals, iron and steel, hardware, groceries, shirts, millinery, etc., doing a total business of approximately $1,500,000,000.

St. Louis' public schools are *the best in the world;* 123 grade schoos, 6 public high schools, Junior High School and a teachers' college; employ 2,554 teachers, with an enrollment of over 100,000 pupils. Visited annually by international missions seeking the latest in methods and architecture. Also many parochial schools.

Washington University and St. Louis University are *among the largest and best* educational institutions *in the country.*

The St. Louis Public Library has one of the *finest buildings in the United States*, with 10 branches and 60 stations, shelves nearly a half million books and circulates over two million yearly.

In the St. Louis Symphony Orchestra St. Louis has *one of the most celebrated musical organizations in the world.*

St. Louis at present has *55 parks and playgrounds*, containing more than 2,700 acres.

Forest Park, the third largest and one of the *most beautiful parks in America*, has 1,400 acres with 42 tennis courts, 22 baseball grounds and 3 golf links.

Missouri Botanical Garden (Shaw's Garden) *is excelled only* by the Royal Botanical Gardens of Kew, England. Contains over *100,000 specimens* of plant life, and 125 acres. Value $7,000,000.

St. Louis has *two* of the *largest open-air municipal swimming pools* in the country.

St. Louis has *21 municipal* children's *playgrounds.* As a consequence of the passage of the bond issue many more will be added.

Union Station is one of the *largest and most efficient* in arrangements and despatch railroad passenger depots *in the world.* 13,500,000 people passing through it every year.

The Terminal Railroad Association furnishes the *best equipped terminal system* in the United States.

St. Louis street cars transport over *1,000,000 passengers a day.*

St. Louis has more *economic potentialities* for money and trade *than any* of the other metropolitan centers of America, including the lowest fuel rates, its *geographical position in the very center* of the United States, favorable transportation facilities and railroad rates, and its strategic position in the *center of the world's greatest inland waterway system.*

St. Louis has 1,010 miles of water-main, with 132,000 connections.

St. Louis has *19 miles of river front.*

St. Louis has a *modern 900-foot municipal dock*, equipped with rail connections and is used in connection with the Federal barge line service between St. Louis and New Orleans, which line is destined to make St. Louis *a seaport of the first magnitude.*

The new Catholic Cathedral is one of the *finest church edifices in the United States* and the *largest in North America.* Length, 305 feet; width, 121 feet; height of main dome, 227 feet.

The Railway Exchange Building contains *30 acres of floor space*, and has 38 elevators traveling 800 miles daily. The building contains *more floor space than any other office building in the world.*

St Louis admittedly has the *most beautiful residence section* of any city in the nation. Over *37 per cent* of the city's inhabitants are home owners.

The St. Louis Art Museum, a municipal institution free to the general public, ranks *third* among the art institutions of the nation.

St. Louis has the *world's model post office.*

St. Louis is the *second largest* producer of *wire rope.*

St. Louis is the *most historial spot in the nation.* Its historical points of interest are too numerous to list here.

St. Louis has the *largest American flag* in existence—78x150 feet. Weighs 500 pounds.

St. Louis has the *lowest infantile death rate* of any metropolitan city in the United States.

St. Louis has *875 miles of sewers* contributing much to its *low death rate.*

St. Louis consumes *102 000,000 gallons* of water *daily.*

St. Louis has the largest output in America for *street railway cars.* Shipments both domestic and for export.

Making Many Things for Many Millions—the basis of St. Louis industry and commerce.

Fifty Thousand Passengers per day pass through the gates of the St. Louis Union Station.

ARCADE BUILDING.

St. Louis is surrounded by the *most highly developed food producing area* in the *world*—and the *largest*.

Millions of Dollars in new industries have come to St. Louis in recent years—another *proof* of *St. Louis' advantages*.

Morning Delivery of Merchandise. At thousands of country points. Before the busy afternoon trade. Made possible through the routing of *1,200 scheduled package freight cars leaving St. Louis every day*.

St. Louis—*Lower Humidity*, greater working efficiency—*St. Louis humidity averages 62 per cent*. The humidity of other cities —Cleveland, Chicago, Buffalo, Boston, New York, San Francisco, higher in every case, averaging 67 to 80 per cent.

St. Louis' annual interest charge per capita for city indebtedness is *$1.17*. Compares with Cleveland, $5.03; Kansas City, $2.19; Pittsburgh, $4.28; Minneapolis, $3.28.

St. Louis—*Food Products Center*. The *largest* manufacturing and distributing center for Grocery items in the United States.

St. Louis—*the traffic gateway;* eleven million tons of westbound freight in 1922 through St. Louis.

Over *three million separate farms* in cultivation within the immediate *St. Louis trade territory*.

St. Louis—*famous* for its *home life and recreation*—the real charm of the city.

St. Louis—*Publication and Printing Center*. Over 250 periodicals and newspapers published here.

St. Louis—a *well balanced city;* 53 per cent Industrial activity; 47 per cent merchandising.

St. Louis packing houses *handle more hogs than any other city* except Chicago; and decisively lead all other big packing centers.

St. Louis—the *leading interior wool market*.

Illinois coal can be used for blast furnace coke. A fact on which the future of *St. Louis as a steel center* is founded.

St. Louis—*Parcel Post Center*. Advantageous location, the reason.

St. Louis—*Paint and Roofing Center*. Over 3,000 persons employed in this class of industry.

St. Louis—Pure Water Supply. Typhoid death rate *decreased* from 36 per 100,000 *to 2.7* in the last fifteen years.

St. Louis—*where your baby has a better chance to live* than in any other city.

St. Louis—*largest refrigerator manufacturing center* in the United States. Refrigerators for the home, the store, the industry, all purposes.

Over *two billion bushels of corn* produced annually in the St. Louis trade territory. *73 per cent* of the Nation's Total Crop.

St. Louis—the *gateway to the Ozarks*. Nineteen thousand square miles in the Missouri Ozarks region. *Famous for scenery*, rich in resources.

Over *fifteen million dairy cattle* in the *St. Louis trade territory*. *50 per cent* of the United States total.

Over *three hundred million bushels* annually of *winter wheat* produced in St. Louis trade territory. *52 per cent* of the total winter wheat crop, 62 per cent of spring wheat crop.

St. Louis—the *well balanced city*. *Midway* between the *center of population* and the *geographical center* of the country.

St. Louis—*leading market center* for *Central American countries*. Direct package car service to Mexico and Cuba.

Power plant equipment is *nationally famous*. St. Louis-made boilers are shipped all over the country.

St. Louis—*Metals Center*. Aluminum, Brass, Spelter, Lead, Copper, Alloys. In bars, ingots, sheets, rods and in finished items. A city of diversified metal industries.

Four electric lines, of which the Illinois Traction System is the *largest* and *most important* in the United States, serve St. Louis.

According to the U. S. Census, St. Louis *leads all large cities* of our country in *American born population*, being 87%.

The Ranken Trade School is recognized as one of the *best* in the United States.

The hospitals of St. Louis are unexcelled by hospitals in any other city. United States Base Hospital No. 4 is established in St. Louis. This is destined to make this city the greatest seat of medicine and surgery in the world. The McLean Orthopedic Institute of St. Louis is the *only institute of its kind in the world*.

From the dawn to the close of the year, *St. Louis weather is as good as the weather of any other city in the United States*, and *better* than most of them. Autumn and Spring are perfect seasons in St. Louis. Winter, though milder than in northern cities, affords ample opportunities for indulging in winter sports. The fact that St. Louis has the lowest rate of infant mortality of any of the large American cities is ample proof.

St. Louis, the city that once was a trading post, is a buying and fashion center—a *leader among the world marts*, in addition to claiming greatness in industrial development. The city actually rivals Paris in styles in millinery and various ready-to-wear lines.

The St. Louis *Fire Department* is recognized as one of the *most efficient* fire departments in the country.

The *police department* of St. Louis has a long and faithful record of duty well done; the department is *famous for its captures* of internationally known crooks.

Jefferson Barracks, the *famous old army post*, which was established shortly after the War of 1812, covers thousands of acres along the west bank of the Mississippi River at the extreme southern end of St. Louis. Many famous soldiers have been stationed at this post at various times, among them being Grant, Lee, Jefferson Davis and Colonel John H. Parker, the latter, one of Missouri's most gallant sons who served in the late World War.

The St. Louis Public School Museum, 3640 North Market St., is the *only one* of its kind *in the world*. Educators everywhere know about it. Ever visit it?

St. Louis is the home of the *largest envelope concern in the world;* 7,000,000 daily output.

The *Style Show* held annually at the Municipal Open Air Theatre in Forest Park is a *national event*.

St. Louis is annually host to over *300 conventions* which have a combined attendance in excess of 200,000 delegates and visitors.

St. Louis has a *Convention, Publicity and Tourist Bureau* that was built, not only for the purpose of securing conventions, but to render them a service after they have been secured.

On February 9, 1923, *St. Louis passed a Bond Issue of $87,372,500* and in one week raised over $1,000,000 Community Fund for 40 charities. With a continuance of this progressive spirit of civic team-work, nothing can stop St. Louis' growth and development.

St. Louis is the *center* of large regions of *raw materials.*

St. Louis has *1,400 package cars* leaving on fast freight trains *daily* in distribution of less-than-carload lot merchandise.

St. Louis has *heavy inbound* and *outbound tonnage*, insuring balanced car supply.

St. Louis has *waterway barge service* under Government control to Mississippi Valley points and Gulf ports.

St. Louis is nearer the *centers* of *agricultural population* and *land area* than any other large industrial city.

St. Louis has an *excellent climate*--outdoor activities enjoyable nine months of the year. It admits to open-air work more days per year than any other large industrial city in the country.

St. Louis has *numerous recreation resorts* in the great outdoors adjoining the city. The Ozarks form the great mid-continent playground of America.

St. Louis is in a strategic position, in the *center of the world's greatest inland waterway system.*

St. Louis' shipping facilities extend in *all directions* to markets in straight lines.

St. Louis—the municipality—fosters and encourages *amateur athletics* and other recreation of special benefit to workers.

St. Louis *has forty-seven parks* and *playgrounds*, containing more than 2,300 acres. Forest Park alone embraces 1,400 acres, with 42 tennis courts, 20 baseball grounds and 3 golf links.

St. Louis *leads the country in safety work*, having accomplished a 57% reduction in industrial fatalities in the past ten years.

Largest manufactory in the West of *waterproofed clothing.*

Second largest distributing *center of roasted coffee* in the United States.

Second largest center for *women's skirts.*

Second largest perfume laboratory in the United States.

One of the *largest markets of clay products* in the country.

One of the *largest fruit* and *butter centers.*

Second largest in the manufacture of *office* and *showcase fixtures.*

Third largest center for *plant* and *field seeds.*

Second largest leather market in the United States.

St. Louis *leads in mill work* and special woodworking.

St. Louis ranks *third in auto specialties* and accessories.

St. Louis ranks *second in flour milling.*

St. Louis ranks *fourth largest in oil pumps and tanks.*

St. Louis has *only* interurban system which operates *sleeping cars.*

St. Louis enjoys the *best street car system in the world.* With its 460 miles of trackage it links up every suburb, rendering every part of the community easily accessible. Through its system of transfers it is possible to ride more than 20 miles for a single fare.

There originated in St. Louis and for a long time the city enjoyed the distinction of being the *only place* in which baggage can be "checked" from the home direct to destination in any part of the United States reached by railroads.

St. Louis is *owned by St. Louisans.*

St. Louis is a *typical American city.*

St. Louis is the *most hospitable city* on the continent.

The *terminus* of twenty-six railways.

Makes 60,000,000 pounds of *candy* annually.

St. Louis is the *third largest grocery market* in America.

The *third largest clothing market* in America.

The *third largest dry goods market* in the country.

St. Louis is *nationally famed* for its *municipal recreational system.*

The *second largest shoe distributing point* in America.

Sells more than 80,000,000 pounds of *barbed wire* yearly.

Third city in the Union in *shipment of second-class mail.*

Makes *three-fourths* of America's output of *plug tobacco.*

World-famous for its production of *wagons and carriages.*

Commercial *metropolis* of the *richest river basin on earth.*

Third in rank of American *furniture manufacturing centers.*

St. Louis has the *only rubber factory in the West.*

St. Louis is located in a state—*Missouri*—that from facts and figures, could be shut off from the states beyond its borders and could subsist and progress unhampered.

The morning shave—the world over—directly relates to St. Louis business. The *leading barber supply center*, shipping to all countries.

St. Louis is the *leading center* for *chemicals.*

St. Louis is the *largest stamped ware* city of the *world*—tinned, galvanized or enameled.

St. Louis is the *lead and zinc market* of America. World prices base f. o. b. St. Louis.

St. Louis is the *home of Diesel-type Engines*, for marine, submarine and industrial purposes.

St. Louis is a *special machinery center.* Stencil cutting machines, bakers' machinery, piston rings, stampings.

Industries in St. Louis and railroads entering St. Louis are jointly served on an equal basis through one Terminal switching railroad, a service sought after by other cities.

The natural setting of the stage of the St. Louis Municipal Theatre is *admired* by people from *all over the world.* Can accommodate *cast of 1,000.*

Seven legal reserve life insurance companies have their home offices in St. Louis.

The *center of population* is moving closer to St. Louis each year. Population means Markets.

Millions of Dollars in new industries have come to St. Louis in recent years—*another proof* of *St. Louis' advantages.*

St. Louis metal working industries consume *800,000 tons of pig iron* annually, and growing all the time.

Forty principal banks attest to St. Louis' place in the *financial world.*

1878, fifteen telephones; 1923, *175,000 telephones.* St. Louis' record of growth.

Combined resources of St. Louis banks, over *$550,000,000.*

St. Louis, the *Western center* of greenhouse and floral industry. Over four million square feet under glass.

East meets West in interchange at St. Louis. *Twenty million tons of freight* handled by railroads entering St. Louis.

Eleven million bushels of *grain elevator capacity* in St. Louis.

St. Louis does an *annual* commercial business of *One Billion and half Dollars.*

The St. Louis Post Office and branches directly serve *925,000 people.*

St. Louis, a *leading center* for *spices* and *canned goods.*

Sulphate of Ammonia to Japan, Sisal from Yucatan, Machinery to Hawaii, Coffee from Brazil—a few of the items passing *daily* over St. Louis water front.

Forty million hogs—*68%* of the Nation's supply—is raised in St. Louis trade territory.

St. Louis has 24 firms engaged in National distribution and advertising. St. Louis trade marks are *favorably known* and *all over the world* they represent quality.

A *leading city* in the manufacture of *soap* and *soap powders.*

Sixty-five per cent of the *beef cattle* in the United States on farms and ranches in the Mississippi Valley and St. Louis trade territory.

St. Louis is *at the head* of the extensive land reclamation projects in the Mississippi Valley.

St. Louis is a *textile center*, 300 miles from the center of cotton production.

Sixty per cent of the Nation's agricultural output is *centered* in the Mississippi Valley and St. Louis trade territory.

One hundred thousand carloads of freight pass through St. Louis *monthly.*

Every other person averages one savings account.

St. Louis, surrounded by large deposits of silica sand for glass making. Supporting five large plants making plate glass, bottles, glassware of all kinds.

St. Louis the *principal* Western paper *distributing city.*

St. Louis has been a pioneer in the development of aeronautics in the United States, and will continue to lead in the future.

Because of its central geograpbical location, giving the widest area of flight in any direction of almost any city in the Western Hemisphere; because of its facilities for both hydroplane landing places and for aerial traffic throughout the Mississippi Valley; because of a topography more suitable for planing, and a climate practically free from fog; and because of St. Louis' many facilities for landing fields, army and civilian flying schools.

In the field of ballooning, St. Louis is pre-eminent. The first national balloon race and the first international balloon race ever held in the United States started from St. Louis in 1907, France, Germany and the United States competing. The international balloon race of 1910 again started from St. Louis, and it was from St. Louis that the American long distance record flight of Hawley and Post began. It was in St. Louis that the first parachute drop from an aeroplane was made by Capt. John Berry.

St. Louis and its vicinity has one of the largest aeroplane fields and army flying schools in the country (Scott Field), and boasts two other prominent flying fields, the Lambert field at Bridgeton and the government mail service field in Forest Park.

Commercially, St. Louis is one of the largest air-mail centers, planes flying daily northward, eastward and westward, and maintaining schedule 97% perfect.

St. Louis was chosen as the site for the Pulitzer Trophy Air Races for 1923, due to its ideal fall weather, the topography of the surrounding country, its central location, and its facilities for launching and landing both airplanes, dirigibles, balloons and hydroplanes.

Already the St. Louis Air Board has approved plans for the organization of a corporation to foster commercial aerial navigation with St. Louis as a center of operations. The plans include the purchase of flying fields totaling 183 acres of land within seven miles of the city limits, the erection of hangars, machine shops, water system, gas and oil stations and a substantial building for headquarters.

Such a plan will assure St. Louis' supremacy in the field of commercial and mail service flying—a position which makes the city the central station and cross-roads of air routes in all directions and afford it terminal facilities for mail and passenger service second to none in the country.

Better Business Bureau

The Better Business Bureau of St. Louis is one of the pioneer organizations of its kind in the United States, the first one having started in Minneapolis nine years ago. It is sponsored by the Advertising Club of St. Louis and gains national scope through the National Vigilance Committee and thirty-six like organizations in various cities in the country.

It is purely a service organization, not organized for profit, maintained and supported by merchants, banks, investment dealers, manufacturers and wholesalers.

Its purpose is to make clear to all those doing business in St. Louis that the business interests of the city desire to give their customers the very highest protection, and by their contribution of money for the support of the Bureau have proved their sincerity. The trade territory tributary to St. Louis is thus assured of the desire on the part of St. Louis that those dealing in the city receive honest goods and honest service at an honest price.

Its work is divided into two main branches. First, the prevention of fraud in advertising; and second, informing the public concerning doubtful and spurious investments.

Specifically, the functions of the Bureau are educational, preventive, and punitive.

It moves constructively, against nefarious practices used in the advertising and selling of securities and merchandise.

It aids in the enforcement of laws to punish and prevent such practices.

It helps the uninformed investor by providing Free Investment Information about doubtful securities before he buys them. This service deals in facts, not advice.

It acts as a clearing house for information concerning doubtful securities and their vendors.

Through many avenues of publicity open to it, the Bureau warns against existing frauds and spreads a better understanding concerning sound investments.

It co-operates with legitimate business in the development of public confidence in business.

The Bureau can do these things best because it has no special interests to serve, and anyone who complains to it may be assured of fair consideration.

The management of the Better Business Bureau is vested in a Board of Directors, made up of some of the most representative business men in the city, who devote their time unselfisbly to make it a greater and better organization for public service.

Taxes—Past, Present and Future

On $1.000 of Assessed Valuation, the Taxpayer has paid in Taxes for Bonds, and will pay as a result of the passage of the recent Bond Issue, as follows:

In 1913	$3.70 per year	Average, Last Ten Years, $3.10
1916	3.60 per year	
1919	2.90 per year	
1922	2.20 per year	
1923	1.43 per year	Average, Future Years, $3.36
1924	2.20 per year	
1927	3.13 per year	
1930	4.66 per year	
1933	4.91 per year	
1936	4.66 per year	
1939	4.44 per year	
1942	4.24 per year	
1945	3.31 per year	
1948	2.04 per year	
1951	.69 per year	

AVERAGE INCREASE IN TAXES ON A $1,000 Assessed Valuation ..... $0.26 per year

If the recent Bond Issue had not passed a Municipal Tax Rate of 80 cents on a $1,000 valuation would have been immediately necessary for large amounts of improvements.

The Truth About St. Louis Weather

We might as well be frank about it. St. Louis suffers from the reputation of being a terribly hot city. The incoming traveler who has sweltered in Chicago, melted in Kansas City, or gone "crazy with the heat" in Cincinnati, drops off the Pullman in St. Louis to be greeted by the comment, "hottest city in the United States."

It is a case of giving a dog a bad name. People talk about St. Louis' hot weather without knowing the facts. A study of the records of the Weather Bureau for a period of years reveals that St. Louis is **not as warm as many other cities.** When St. Louis has a particularly torrid spell the rest of the country is also sweltering under temperatures that are frequently higher.

As a matter of fact, St. Louis has an all-the-year-round climate that invites visitors. What rumor has fashioned into a liability is, in reality, an asset. St. Louis has the lowest percentage of humidity of eight of the larger American cities. This is shown by a survey, which shows the following percentage of humidity in the various cities: San Francisco, 80; New York, 73; Boston, 72.5; Buffalo, 71.5; Seattle, 69; Chicago, 67; Cleveland, 67; St. Louis, 62. And remember, humidity is the amount of moisture in the air; the condition of the climate that makes you feel the heat.

In St. Louis the average temperature in winter is 33 degrees; in summer, 76 degrees. Its healthful climate is shown by the fact that it has the lowest infant mortality rate—76.5 per thousand—of any city of similar size. Its low humidity has attracted the attention of candy makers, who, as a matter of business, are interested in ideal atmospheric conditions.

In any-twelve-month comparison with weather conditions in rival cities, St. Louis need not fear an intelligent verdict, for study of the facts will show that this city possesses a very important asset economically, industrially, socially and healthfully in its equable 365-day climate.

Population of Metropolitan District and Territory Adjacent to St. Louis

1920 U. S. Census

A glance at the following figures compiled by the U. S. Department of Census for tho year 1920 shows unquestionably the truth of the oft-repeated claim that the population of Greater St. Louis exceeds the one-million mark. It is a self-evident fact that long ago East St. Louis, the second city in Illinois, Granite City, Madison and Venice would have been incorporated within the geographical boundaries of the city were it not for the fact that they lie in another state and are separated from the city proper by the Mississippi River.

St. Louis City	772,897	772,897
Metropolitan District in St. Louis County—		
Carondelet Township inclusive of part of N. Glendale Town, but exclusive of part of Glendale Town and parts of Kirkwood and Webster Groves Cities	15,123	15,123
Central Township inclusive of part of N. Glendale, Town, but exclusive of towns listed below.	26,580	
Clayton City	3,028	
Glendale Town	748	
Kirkwood City	4,422	
Maplewood	7,431	
Richmond Heights	2,136	
Shrewsbury Town	845	
Uniondale	1,315	
Union City	6,792	
Webster Groves	9,474	62,771
Metropolitan District in Illinois—		
Madison County—		
Granite City	14,757	
Madison Village	4,996	
Nameoki Town	1,181	
Nameoki Township	1,123	
Venice Town	3,895	
Venice Township	107	26,059
St. Clair County—		
Brooklyn Village	1,685	
Canteen Township	579	
Centerville Township	3,132	
East St. Louis City	66,767	
Fairmont Village	1,056	
National Stock Yards City	426	
Washington Park Village	1,516	75,161
Metropolitan District in Missouri—		
St. Charles City—		
Portage des Sioux Township	1,836	
Portage des Sioux Village	283	2,119
St. Louis County—		
Bonhomme Township (outside)	5,749	
Bridgeton Township	121	
Fenton Village	146	
Ferguson City	1,874	
St. Ferdinand City	682	
St. Ferdinand Township	9,624	
Valley Park City	899	19,095
Adjacent Terirtory Outside cf Metropolitan District In Illinois—		
Madison County—		
Alton City	24,682	
Bethalto Village	471	
Chouteau Township	818	
East Alton Village	1,669	
Wood River Township	3,296	
Wood River Village	3,476	34,412
Monroe County—		
Columbia Precinct	984	
Columbia Village	1,592	
New Hanover Precinct	445	2,931
St. Clair County—		
Dupo Village	1,393	
East Carondelet Village	311	
Stookey Township	1,069	
Sugar Loaf Township	1,115	3,888
Grand total		1,014,456

Area and Population of St. Louis, Metropolitan District and Adjacent Territory, as Compared with Other Leading Cities

1920 U. S. Census

The statistics which follow offer an interesting study in the density of population of the leading cities of the country and also present a basis of comparison of growth of the various cities. Take St. Louis and Los Angeles, for example. The figures show that the population of the California city is spread over an area six times as great as St. Louis. With the same density of population as at present, St. Louis proper, given an area equal to Los Angeles, would have a population soaring above the four-million mark.

St. Louis— District	Area in acres, 1920	Population, 1920
Metropolitan	197,757.1	952,012
City proper	39,040.0	772,897
Outside	158,717.1	179,115
City and adjacent territory	456,357.4	1,014,456
Adjacent territory	417,317.4	241,560
Kansas City (Mo. and Kan.)—		
Metropolitan	246,006.7	477,354
City proper, Kansas City, Mo.	37,395.0	324,410
City proper, Kansas City, Kan.	10,138.1	101,177
Outside	246,473.0	51,757
City and adjacent territory	604,077.1	502,242
Adjacent territory	556,544.0	76,655
Detroit—		
Metropolitan	175,253.8	1,165,153
City proper	49.839.0	993,678
Outside	125,414.8	171.475
City and adjacent territory	295,906.6	1,181,057
Adjacent territory	246,067.6	187,379
Los Angeles—		
Metropolitan	831,605.0	879,008
City proper	234,037.0	576,673
Outside	597,568.0	302,335
City and adjacent territory	941,870.6	880,653
Adjacent territory	707,833.6	303,980
Philadelphia—		
Metropolitan	483,439.4	2,407,234
City proper	81,920.0	1,823,779
Outside	401,519.4	583,455
City and adjacent territory	645,329.8	2,428,728
Adjacent territory	563,409.8	604,949
Cincinnati—		
Metropolitan	211938.4	606,850
City proper	45,529.6	401,247
Outside	166,408.8	205,603
City and adjacent territory	527,812.2	687,287
Adjacent territory	482,282.6	280,040
Cleveland—		
Metropolitan	148,846.9	925,720
City proper	36,089.0	796,841
Outside	912,757.9	128,879
City and adjacent territory	351,584.0	951,579
Adjacent territory	315,495.0	154,738
San Francisco (Oakland)—		
Metropolitan	286,500.8	891,477
City proper, San Francisco	26,880.0	506,676
City proper, Oakland	29,248.0	216,261
Outside	230,372.8	168,540
City and adjacent territory	381,880.0	900,921
Adjacent territory	325,752.0	177,984

ART HILL IN FOREST PARK DRESSED FOR THE PAGEANT AND MASQUE IN 1914, WHERE AN AUDIENCE OF 197,000 ST. LOUISANS "LEARNED TO DO THINGS WITH UNITY".

MAP OF

ST. LOUIS

and Surrounding Country

Designed Especially for

VON HOFFMANN'S

"All About St. Louis"

101 S. 9th St.
ST. LOUIS, MO.

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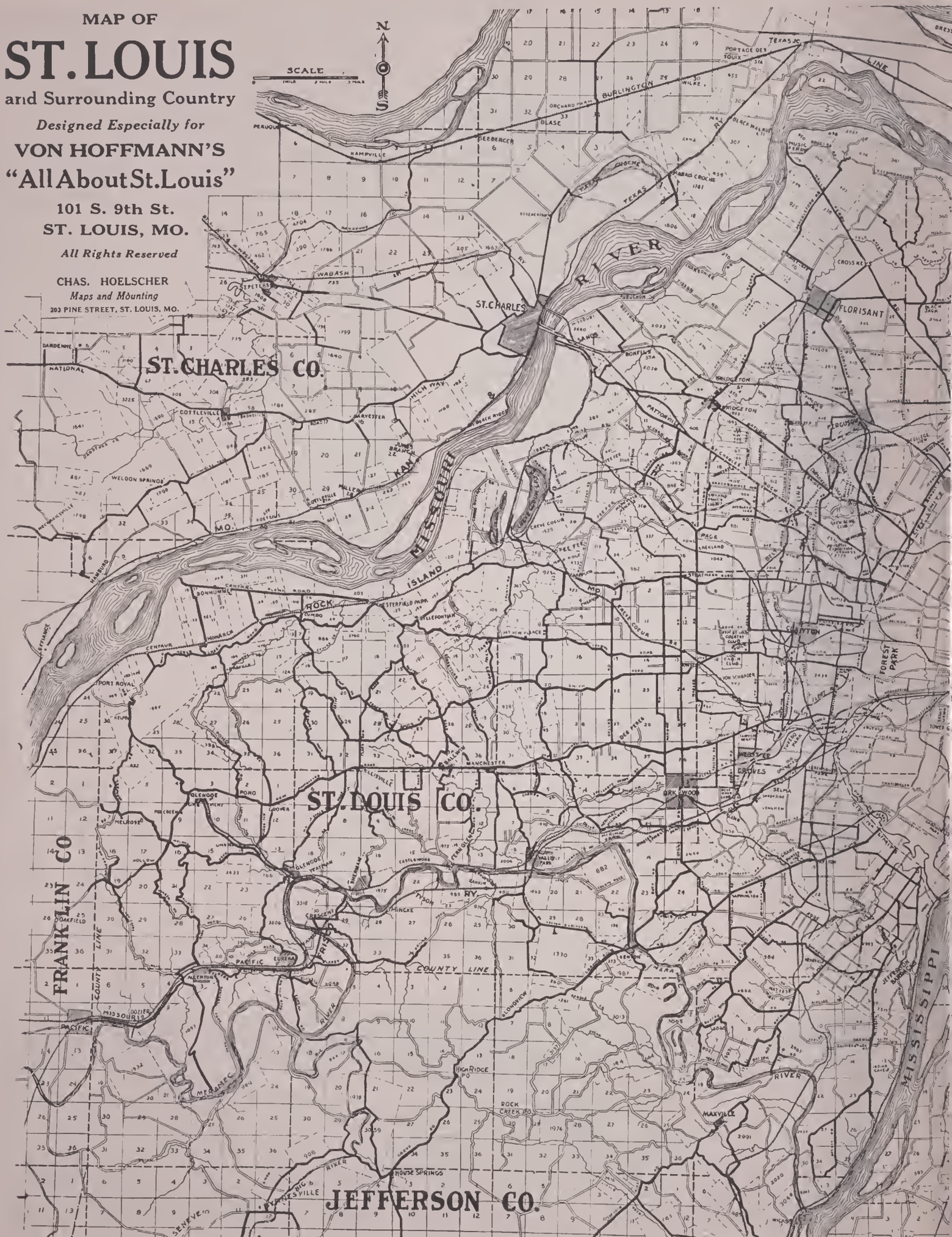
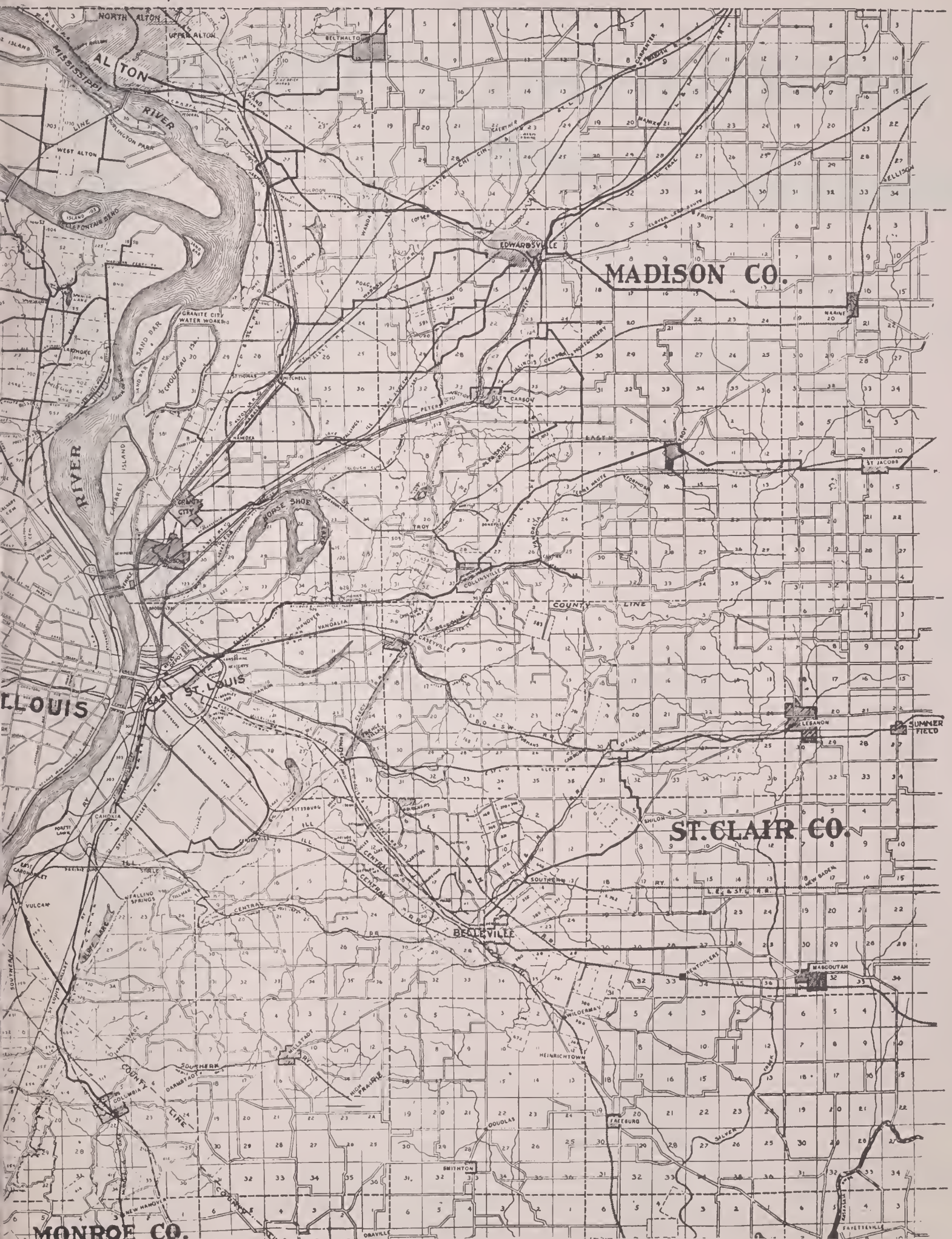
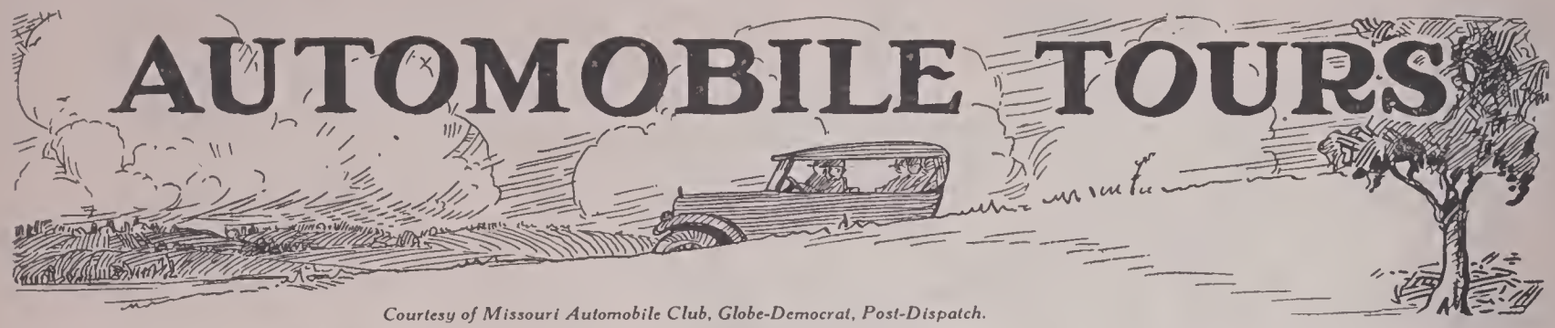
CHAS. HOELSCHER
Maps and Mounting
203 PINE STREET, ST. LOUIS, MO.



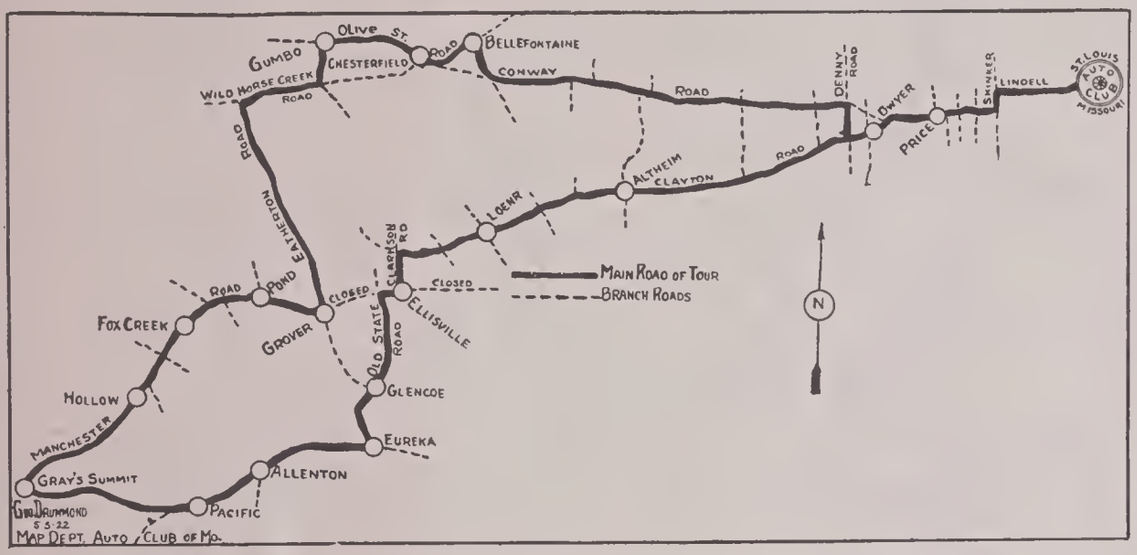

MADISON CO.
ST. CLAIR CO.
MONROE CO.
ALTON
NORTH ALTON
UPPER ALTON
MISSISSIPPI
RIVER
WEST ALTON
BURLINGTON PARK
BELTHALTO
EDWARDSVILLE
GRANITE CITY WATER WORKS
SAND BAR
CHOUTEAU ISL.
MITCHELL
OLEN CARSON
NAAINE
ST JACOBS
TROY
HORSE SHOE
GRANITE CITY
COLLINSVILLE
COUNTY LINE
CASEYVILLE
EAST ST. LOUIS
LLOUIS
LEBANON
SUMMER FIELD
O'FALLON
SHILOH
CAHOKIA
FALLING SPRINGS
VULCAN
BELLEVILLE
RENTCHLERS
MASCOUTAH
WILDERMAN
HEINRICHTOWN
FREEBURG
DOUGLAS
SMITHTON
COLUMBIA
NEW HANOVER
ORAVILLE
FAYETTEVILLE
SOUTHERN
CENTRAL
ILL
SILVER

AUTOMOBILE TOURS



Courtesy of Missouri Automobile Club, Globe-Democrat, Post-Dispatch.

Circle Tour to Gray's Summit,
via Gumbo, Pond, Gray's Summit, Pacific, Eureka and Ellisville



00.0 Automobile Club; through Lindell cut-off.
02.0 Kingshighway; straight ahead on Lindell boulevard.
02.5 Railroad.
03.9 Skinker road; turn left.
04.9 Clayton road; turn right.
05.2 Car crossing.
05.7 Slow; curve; Pennsylvania avenue.
06.6 Hanley road.
06.8 Car crossing.
07.1 North and South road.
07.8 McKnight road.
08.0 Lay road.
08.3 Price road.
08.6 Cella road.
09.1 Slow; grade curve; drive to right.
09.4 Conway road.
09.7 Dwyer; railroad.
09.9 Slow; two bridges; Lay road.
10.5 Denny road; turn right.
11.0 Conway road; turn left.
11.6 Spoede road.
13.1 Ballas road.
14.5 Slow; bridge.
15.1 Mason road leading to right.
15.2 Mason road leading to left.
16.4 Slow; bridge.
16.5 Slow; bridge.
16.8 Woods Mill road.
17.1 Slow; curve.
17.4 Slow; bridge.
17.6 Slow; bridge.
18.9 Schoettler road; turn right.
19.3 Olive Street road; turn left.
19.7 Baxter road.
20.5 Slow; grade curves.
20.8 Wild Horse Creek road.
21.0 Railroad bridge; turn left.
23.1 Gumbo; turn left.
23.6 Railroad.
23.7 Wild Horse Creek road; turn right, sharp turn.
24.5 Slow; grade curves.
26.1 Slow; sharp curve.
26.5 Eatherton road; turn left.
26.7 Slow; grade curves.
27.0 Slow; bridge.
27.2 Slow; two bridges.
27.5 Pond road.
28.5 Avoid road to left.
30.0 Slow; blind curve to left.
30.3 Shepherd road.
31.9 Grover; Manchester road; turn right.
32.2 Slow; sharp curve.
32.3 Slow; bridge.
32.9 Pond.
34.1 Glencoe road.
34.4 Wild Horse Creek road.
35.0 Slow; narrow bridge.
35.9 Melrose road.
36.3 Slow; bridge.
36.9 Hollow.
37.2 Slow; bridge.
37.7 Slow; bridge at angle.
38.2 Fox Creek road.
38.4 Slow; two bridges.
38.6 Slow; bridge.
36.9 Pacific road.
41.1 Slow; sharp curve.
43.2 Slow; blind curve.
44.6 Slow; very steep grade leading into Gray's Summit.
45.1 Slow; viaduct.
45.7 Turn left; dirt road.
46.9 Slow; very sharp turn.
47.2 Slow; sharp blind turn.
47.6 Slow; curve.
47.8 Slow; blind sharp curve.
49.5 Bear left; avoid road to right leading to Catawissa.
49.6 Slow; grade curve.
49.7 Slow; bridge.
50.4 Pacific; turn left.
50.5 Railroad.
50.7 Turn right.
51.5 Railroad.
54.5 Slow; ford creek.
55.2 Railroad; Allenton.
56.5 Turn right.
58.0 Eureka; turn left; railroad; avoid road to right.
58.6 Slow; grade curve.
58.9 Slow; grade curve.
59.3 Slow; bridge.
59.6 Turn right; avoid road straight ahead.
60.2 Sharp turn.
60.5 Slow; grade curve.
61.3 Slow; blind curve.
61.9 Slow; bridge.
62.0 Glencoe road; straight ahead on old State road.
65.8 Manchester road; turn right.
66.3 Clarkson road; turn left; Ellisville, Missouri.
67.0 Slow; bridge.
67.1 Clayton road; turn right.
68.2 Kehr's Mill road.
69.8 Baxter road.
70.9 Schoettler road.
71.6 Woods Mill road.
73.3 Mason road.
73.8 Narrow road; sharp curve.
75.5 Ballas road.
76.8 Geyer road.
77.0 Spoede road.
77.3 Slow; bridge.
77.5 Denny road.
77.7 Slow; grade curve.
78.1 Slow; two bridges; Lay road.
78.3 Dwyer.
78.7 Conway road.
79.4 Celia road.
79.8 Price road.
80.1 Lay avenue.
80.4 McKnight road.
80.5 Slow; grade curve.
80.9 North and South road.
81.2 Car crossing.
81.4 Hanley road.
82.3 Slow; sharp curve; Pennsylvania avenue.
82.8 Slow; dangerous crossing.
83.1 Skinker road; turn left.
84.1 Lindell; turn right.
85.5 Railroad; Unlon avenue.
86.0 Kingshighway; bear right, then left, straight ahead through Lindell cut-off.
88.1 Automobile Club.

Tour to Chautauqua,
via Alton, Ill.

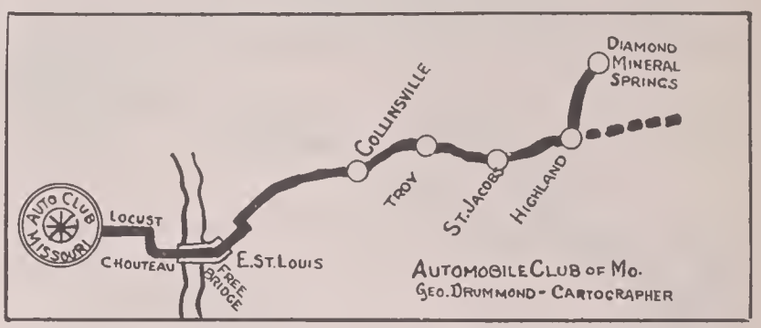
00.0 Automobile Club of Missouri, 3230 Locust boulevard, east on Locust.
01.8 Ninth street; turn left on Ninth street.
04.4 Entrance to McKinley Bridge; turn right onto bridge.
05.4 End of McKinley Bridge; bear to left with street car tracks.
05.5 Bear right; follow street car tracks across railroad.
06.2 Cross railroad.
06.3 Cross railroad.
06.5 Turn left, then right onto Madison avenue.
07.5 Railroad.
07.7 Railroad.
07.8 Railroad.
08.7 Power house.
09.9 Beginning of Alton road.
10.3 Bear right.
13.2 Short section of cinders.
13.5 Caution; bear left across railroad; avoid concrete road to right.
13.6 Bear right.
14.9 Bear right.
15.0 Bear left.
15.8 Bear left.
17.0 Cross railroad and bridge.
19.5 Bear left, then right.
20.6 Bear left, then right.
20.8 Turn right.
20.9 Cross railroad.
21.3 Turn left.
22.1 Turn left.
22.8 Cross railroad tracks.
23.2 Overhead viaduct.
23.6 Bridge.
23.7 Railroad tracks.
25.6 Avoid right-hand street.
25.8 Avoid right-hand street.
26.5 Bear left; avoid right-hand street.
26.8 Alton Auto Club; Mineral Springs Hotel on left.
27.1 Turn right.
27.4 Turn left.
28.0 Bear left.
29.4 Turn left; end of street car tracks.
34.1 Turn left.
34.7 Bridge.
36.3 Bear right.
37.2 Big hog barn on right; avoid road leading off to right; follow sign "To Chautauqua."
38.4 Turn right.
38.8 Turn left.
38.9 Turn right.
39.4 Turn left; follow sign "To Chautauqua."
40.6 Railroad tracks.
41.0 Straight ahead; avoid road to right.
41.8 Turn right.
41.9 Turn left.
42.4 Turn left; sign "to Chautauqua" on right side of road.
42.9 End of road; turn right.
43.0 Turn left; sign "To Chautauqua."
43.6 Straight ahead; avoid road to right.
43.7 Straight ahead; avoid left-hand road.
44.8 Turn right; avoid road straight ahead.
45.0 Turn left.
45.9 Chautauqua.

NOTICE—For emergency service call St. Louis Auto Club Service Station, Bomont 3370, who will immediately get in touch with the garage arest to you, who will come to your aid as soon as possible.

Circle Trip to Festus, Mo.,
via Maxville, Hillsboro, Festus, Herculaneum, Kimmswick

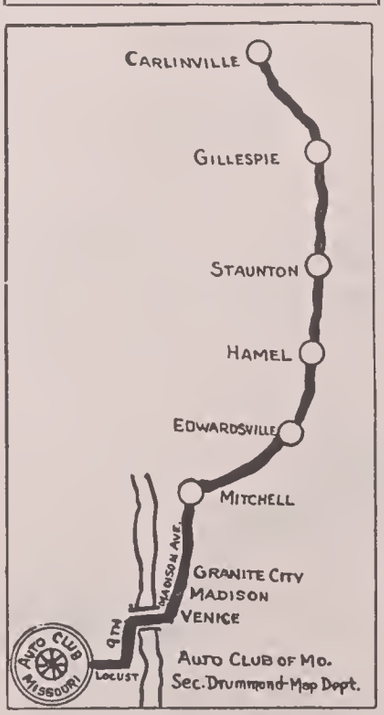
00.0 Automobile Club of Missouri, 3230 Locust street, through Lindell cut-off to Channing avenue.
00.1 Turn left on Channing to
00.2 Pine street; turn right to
00.4 Grand boulevard; turn left.
05.1 Bates street; turn left.
05.7 Michigan avenue; turn right.
07.0 Bear right on Ivory avenue.
07.3 Danger; railroad.
07.6 Slow; bridge; straight ahead on Lemay Ferry road.
08.8 Turn left on Telegraph road.
10.4 Barracks road; straight ahead on Telegraph road.
11.0 Sappington road; straight ahead.
11.8 Slow; grade curve.
12.1 Slow; bridge.
12.7 Yeager road.
13.2 Baumgartner road; turn right.
14.4 Turn right; avoid road straight ahead.
14.4 Slow; grade curve.
14.6 Danger; railroad.
14.7 Slow; bridge.
15.1 Slow; grade curve.
16.6 Lemay Ferry road; turn left.
17.1 Slow; bridge.
19.1 Maxville.
19.2 Bear left on Lemay Ferry road.
19.3 Slow; curves.
19.8 Slow; bridge.
20.2 Slow; bridge.
21.1 Slow; grade curve.
22.1 Slow; grade curve.
22.5 Bear left.
22.5 Slow; long, steep hill.
22.9 Seckman, Mo.
23.2 Slow; bridge.
24.7 Slow; grade curve.
26.5 Antonio.
28.5 Slow; bridge.
32.3 Goldman.
32.5 Slow; bridge.
33.0 Danger; narrow bridge.
33.7 Slow; bridge.
34.9 Slow; bridge.
36.4 Festus-Silica road; turn left (Hillsboro beyond).
40.8 Take road to right.
44.3 Danger; railroad station; straight ahead.
44.7 Slow; bridge.
45.7 Festus.
45.8 Danger; railroad.
46.1 Turn right.
46.2 Turn left.
46.3 Turn left.
46.4 Danger; railroad.
49.6 Slow; bridge.
49.8 Keep to right; Herculaneum.
50.1 Turn to left.
52.2 Danger; railroad; straight ahead; Pevely on left.
53.8 Danger; railroad.
54.3 Danger; railroad.
56.2 Turn right.
56.7 Slow; bridge; sharp turn.
57.0 Slow; dangerous corner; turn left.
58.8 Avoid road to right; straight ahead on Old State road.
59.1 Imperial; straight ahead.
59.2 Slow; bridge.
59.4 Slow; bridge; tur nto right.
59.7 Danger; Railroad.
60.9 Straight ahead on Old State road.
61.5 Bear left.
62.1 Turn to right.
62.4 Slow; grade curves.
62.8 Slow; bridge.
64.6 Lemay Ferry road; turn right.
65.9 Slow; bridge.
66.5 Baumgartner road; turn right.
68.4 Slow; bridge.
68.5 Danger; railroad.
68.7 Turn left.
69.0 Slow; grade curves.
69.8 Telegraph road; turn left.
72.7 Barracks road; straight ahead on Telegraph road.
74.3 Lemay Ferry road; bear right.
75.8 Danger; railroad; straight ahead on Ivory avenue.
76.1 Michigan avenue; bear right.
77.3 Bates street; turn left.
77.9 Grand avenue; turn right.
82.7 Lindell boulevard; turn right.
82.9 Bear left through Lindell cut-off to
83.0 Automobile Club.

Trip to Diamond Mineral Springs, Ill.,
via Collinsville, Troy, St. Jacobs and Highland



00.0 Automobile Club of Missouri, 3230 Locust boulevard.
01.5 Twelfth boulevard; turn right on Twelfth.
02.4 Chouteau avenue; turn left on Chouteau.
02.7 Seventh street; turn left, then right, on approach of Free Bridge.
04.6 End of Free Bridge; jog left and right onto Tenth street, East St. Louis.
05.3 Missouri avenue; turn on Missouri avenue one block to
05.4 Ninth street; turn right on Ninth street.
06.2 Jog right and left.
06.4 Railroad crossing.
06.8 Overhead viaduct.
07.1 Railroad.
07.3 Railroad.
07.8 Pavement begins.
10.3 Railroad.
12.5 Bridge.
13.4 Cross street car tracks.
14.5 Collinsville city limits.
15.0 Bear left.
15.1 Turn right.
15.8 Turn right; sign on right-hand side of street.
16.1 Keep straight ahead; avoid bad road bearing off to left.
16.9 Collinsville city limits.
17.0 Beginning of concrete.
18.8 Cross railroad; keep straight ahead; avoid road to left.
20.4 Railroad.
22.6 End of concrete; dirt road.
22.9 Turn right.
23.0 Troy.
23.3 Turn right.
23.4 Turn left.
23.6 Beginning of concrete.
27.7 Railroad.
27.9 Concrete road.
29.4 St. Jacobs.
29.9 St. Jacobs city limits.
34.6 Highland city limits; cross railroad.
35.2 Cypress street; turn left.
35.3 Follow Cypress street; leave National Old Trail.
35.5 Turn right; follow sign "To Diamond Mineral Springs."
35.7 Turn left; follow sign.
35.9 Railroad.
36.0 Concrete road.
37.4 End of concrete.
39.5 Keep straight ahead; avoid road to right; follow sign.
41.8 Turn left; follow sign.
42.0 Diamond Mineral Springs.

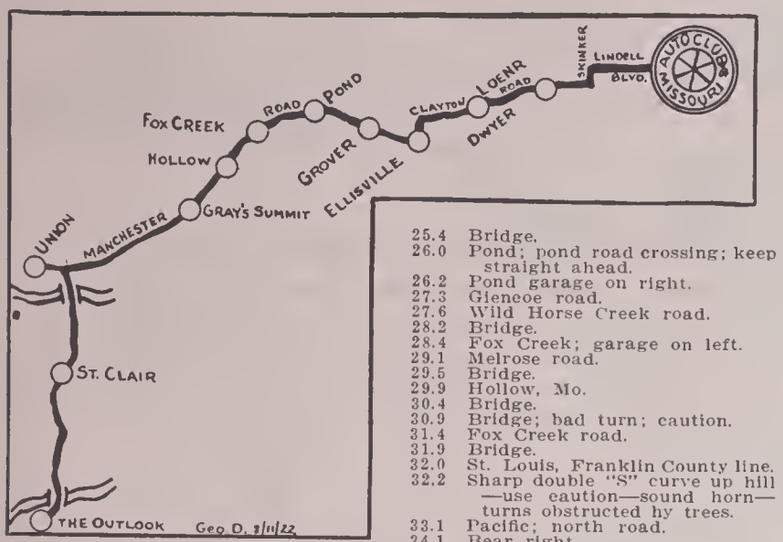
Tour to Carlinville, Illinois,
via Granite City, Edwardsville, Staunton and Gillespie



00.0 Automobile Club of Missouri, 3230 Locust boulevard; east on Locust.
01.8 Ninth street; turn left.
04.2 McKinley Bridge; turn right on bridge.
05.5 End of bridge; bear left with car tracks.
05.6 Turn right with car tracks.
05.7 Cross railroad.
06.4 Railroad.
06.6 Bear right, then left, onto Madison avenue.
08.8 Power house on right.
10.0 Beginning of Alton brick road.
11.1 Bear right.
13.8 Mitchell; bear right on concrete.
17.5 Railroad.
18.2 Two "L" curves to left, then right.
21.1 Railroad.
22.1 Steep winding downgrade.
22.2 Overhead viaduct.
22.6 Edwardsville city limits; end of concrete.
22.9 End of street; turn right on St. Louis street.
23.2 Cross railroad.
23.3 Main street; turn left; sign "To Springfield."
23.4 Madison County Courthouse on left; turn right on Hillsboro avenue.
24.3 Turn left with car tracks.
24.5 Edwardsville city limits; ahead on concrete.
32.0 Hamel; cross right over car tracks.
36.7 Railroad.
38.9 Railroad.
39.3 Railroad and street car crossing.
40.3 Staunton city limits; end of concrete.
40.5 Turn right.
40.8 Turn left on Hackman street.
41.3 Jog right, then left.
41.4 Pearl street; turn right.
41.7 Edwardsville street; turn left.
41.9 End of street; jog left, then immediately right, on North Edwardsville street.
42.4 Staunton city limits; beginning of concrete; cross railroad.
44.2 Section of cinder road; bridge.
44.5 End of cinder road; concrete begins.
45.8 Railroad.
48.3 Turn left.
48.5 Turn right; cross railroad.
49.5 Gillespie city limits.
50.0 End of street; turn right.
50.1 Macoupin street; turn left with car tracks.
50.8 End of street; turn right on Elm street.
51.3 City limits; bear left on concrete.
54.0 Big Four trail to Litchfield leads off to right; keep ahead on concrete.
60.6 Turn right.
61.9 Bridge.
62.7 Detour left.
63.2 First street; turn left.
63.7 North Broad street; turn left.
63.8 Carlinville Public Square.

Trip to Union and "The Outlook", Mo.,

via Gray's Summit, Union, St. Clair and "The Outlook"



0.0 Auto Club of Missouri, 3230 Locust boulevard, through Lindell cut-off; ahead on Lindell boulevard.
2.6 Railroad; Union boulevard.
4.0 Skinker road; turn left.
5.0 Clayton road; turn right.
5.2 Street car crossing.
5.7 Pennsylvania avenue.
6.6 Hanley road.
6.8 Railroad crossing.
7.0 Overhead bridge.
7.1 North and South road.
7.8 McKnight road.
8.3 Price road.
8.6 Cella road.
9.4 Conway road.
9.7 Railroad.
9.9 Bridge.
10.5 Denny road.
11.0 Spoede road.
11.2 Geyer road.
12.5 Ballas road.
14.7 Mason road.
17.1 Schoettler road.
17.2 Henry avenue.
18.4 Baxter road.
21.0 Clarkson road; turn left.
21.9 Ellisville; turn right on Manchester road.
22.3 Seven Oaks on left.
22.4 Old State road to Glencoe.
22.7 Strecker road.
22.8 Bridge.
23.1 Bridge.
23.2 Bridge.
24.1 Bridge.
24.3 Bridge.
24.9 Grover.
25.0 Eatherton road.
25.4 Bridge.
26.0 Pond; pond road crossing; keep straight ahead.
26.2 Pond garage on right.
27.3 Glencoe road.
27.6 Wild Horse Creek road.
28.2 Bridge.
28.4 Fox Creek; garage on left.
29.1 Melrose road.
29.5 Bridge.
29.9 Hollow, Mo.
30.4 Bridge.
30.9 Bridge; bad turn; caution.
31.4 Fox Creek road.
31.9 Bridge.
32.0 St. Louis, Franklin County line.
32.2 Sharp double "S" curve up hill—use caution—sound horn—turns obstructed by trees.
33.1 Pacific; north road.
34.1 Bear right.
34.2 Left turn.
34.5 Turn left.
34.5 Turn left.
34.55 Right turn.
35.5 Road to Pacific.
37.9 Steep, winding hill; caution.
38.1 Labadie road.
38.5 Cross railroad bridge into Grays Summit.
38.6 Garage on right.
39.1 Road to Pacific.
40.6 Fork; keep to left.
41.4 Fork; keep to right.
42.9 Railroad bridge.
44.2 Cemetery on left.
44.7 Bear left.
46.9 Road to left; keep straight ahead.
48.9 Dirt road hearing off to right, keep ahead.
50.0 Road to right; keep ahead.
52.1 Railroad.
52.4 Bridge.
52.5 Sharp turn to left; iron bridge in distance.
52.7 Two winding turns; sound horn.
52.9 Cross large iron bridge over Bourboise River.
53.0 Bridge.
59.8 St. Clair Garage on left.
60.1 Railroad crossing; sign on pole reading "Outlook—6 miles."
66.1 Turn left.
66.2 Cross iron bridge over Meramee River; turn sharp at right at end of bridge; follow river one mile to Outlook, large house on top of hill, left side of road.
67.2 The Outlook.

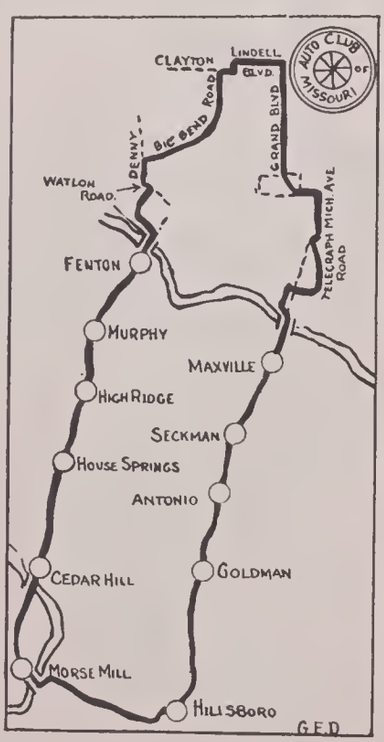
Trip to St. Charles and Wentzville, Mo.,

via St. Charles, Dardenne, Wentzville and St. Peters

0.0 Auto Club of Missouri.
0.1 Theresa avenue; turn right on Theresa.
0.2 Washington; turn left on Washington.
2.2 Kingshighway; turn right on Kingshighway.
3.0 Easton avenue; turn left on Easton.
4.6 Wellston Station; straight ahead on St. Charles road.
6.5 Valhalla Cemetery on left.
12.1 Pattonville; Fee Fee road.
16.1 Railroad.
16.8 St. Charles Bridge; toll station (Missouri River).
17.4 End of bridge; turn left on Second street; St. Charles.
17.7 Clay street; turn right on Clay street.
18.7 Turn left.
18.9 Keep to left on State Highway.
19.4 Bear right.
23.8 Harvester.
25.8 Bridge.
26.7 Bridge.
27.8 Turn right; Cottleville.
28.0 Turn left; garage in corner.
28.1 Bridge.
28.9 Turn right over bridge; then left.
30.3 Bridge.
30.6 Keep to right.
32.6 Turn left.
33.9 Dardenne.
36.1 Turn right; follow sign "To Wentzville."
37.5 Bridge.
38.1 Turn left; follow signs.
40.3 Turn right.
40.4 Turn left just before railroad; parallel with railroad.
41.2 Turn right; over railroad; then left.
41.6 Wentzville Hotel; Freese Garage on right; retrace route to
42.0 Turn right; cross railroad; turn left.
42.8 Turn left; cross railroad; then straight ahead; uphill.
43.7 Turn right (4 corners).
44.5 Railroad.
44.8 Keep straightened over concrete culvert.
44.9 Keep ahead; avoid right-hand road.
48.1 Keep straight ahead; avoid right-hand road.
47.1 Cross railroad; turn left.
47.2 Straight ahead; up steep hill.
47.6 Bridge.
47.8 Railroad; bear right up hill.
48.1 Keep straight ahead; avoid right-hand road.
48.5 Cross railroad; turn left.
49.2 Straight ahead.
49.3 Turn right.
49.4 Turn left.
50.8 Fork; keep to left; follow sign, "St. Louis-O'Fallon."
51.4 Turn right.
51.6 End of street; turn left.
51.8 O'Fallon; turn right.
52.1 End of road; turn left.
52.2 Turn right.
53.1 Turn right with sign.
53.6 Turn left.
53.7 Cross bridge; up hill.
54.9 Turn left.
55.0 Turn right.
55.8 Turn left.
55.9 Turn right; then left.
56.0 Under railroad viaduct; turn right.
56.1 Bear right; cross railroad.
56.2 Bear left over bridge.
56.3 St. Peter's.
60.6 Bridge.
61.7 Bridge.
63.0 Turn left.
63.3 Turn right on Clay street.
64.2 Second street; left on second street.
64.5 Turn right on St. Charles Bridge.
65.2 End of bridge; ahead on St. Charles road.
65.9 Cross car tracks.
67.9 Natural Bridge Junction.
69.8 Pattonville.
77.3 Wellston Station; ahead on Easton avenue.
78.5 Union boulevard; turn right on Union.
80.4 Lindell boulevard; turn left on Lindell.
83.2 Auto Club of Missouri.

Circle Trip to Morse's Mill and Hillsboro, Mo.,

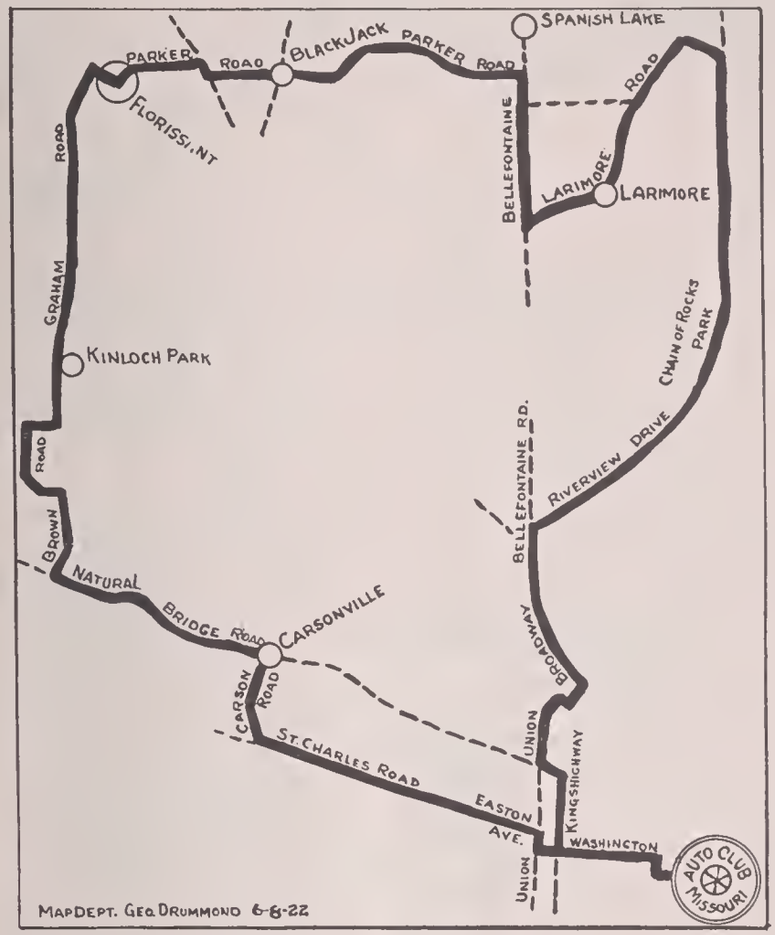
via Fenton, House Springs, Morse's Mill, Hillsboro, Goldman and Maxville



0.0 Automobile Club of Missouri, 3230 Locust, through Lindell cut-off ahead on Lindell boulevard.
2.0 Kingshighway; straight ahead on Lindell.
3.9 Skinker road; turn left on Skinker.
4.9 Clayton road; turn right on Clayton road.
5.7 Pennsylvania avenue; turn left on Pennsylvania avenue.
7.2 Manchester road.
7.4 Manchester street car line; straight ahead on Big Bend road.
7.7 Railroad crossing.
7.9 Bridge.
8.0 CAUTION; Tuxedo boulevard.
9.0 Fork; keep to left on Big Bend road.
10.2 Turn left; cross railroad, then right along railroad.
12.0 Cross railroad.
12.9 Denny road; turn left on Denny.
14.3 Watson road; turn right on Watson.
17.4 Gravois road; turn right into Gravois.
17.6 Bridge over Meramee.
17.7 Fenton; turn right; Fenton Motor Company on left.
17.8 Turn left; brick church on right.
24.9 High Ridge.
25.1 Steep down grade; caution.
26.6 End of grade.
28.6 Fork; keep to left.
28.7 House Springs; turn right just oefore coming to Official Garage No. 42.
32.2 Steep downgrade; caution.
32.9 End of grade.
34.6 Cedar Hill.
34.8 Bridge over Big River.
39.9 Morse's Mill; hotel on right.
40.1 Turn left on bridge over Big River; left after crossing bridge.
40.6 Turn left.
47.1 Turn left; pass large brick house on left side of road.
47.4 Turn right.
47.5 Hillsboro; Lemay Ferry road; turn left on Lemay Ferry road.
48.4 Festus; Silica road.
52.3 Covered bridge.
52.5 Goldman; Pevely road.
53.5 Long winding upgrade.
54.3 End of grade.
54.9 Steep downgrade.
55.5 End of grade.
56.8 Antonio School.
58.3 Antonio, Mo.; official service station on left.
59.7 Frisco hill; beginning of upgrade.
60.2 Top of hill; monument erected by St. Louis Cycling Club on right; steep downgrade.
61.6 Iron bridge.
61.9 Seckman; ½ mile upgrade.
64.5 Old state road.
65.6 Maxville.
67.6 Bridge over Meramec.
67.7 Detour to right of road.
68.2 Turn right onto Baumgartner road.
70.1 Bridge.
70.3 Railroad.
70.5 Turn left.
70.6 Turn right.
70.8 "S" turn; left, then right.
71.6 Telegraph road; turn left on Telegraph road.
73.8 Sappington road.
74.5 Barracks road.
76.1 Lemay Ferry road; straight ahead on Lemay Ferry road.
77.2 Bridge.
77.4 Bear right on Ivory avenue.
77.5 Railroad.
77.8 Bear left on Michigan avenue.
78.3 Turn left on Loughborough avenue.
78.6 Bridge.
78.7 Turn right into Carondelet Park.
79.1 Bridge; bear left onto Grand boulevard.
80.5 Lindell boulevard; turn right on Lindell.
84.7 Automobile Club of Missouri.

Circle Tour to Florissant, Mo.,

via Chain of Rocks, Larimore, Black Jack, Florissant, Kinloch Park and Carsonville



00.0	Automobile Club of Missouri, 3200 Locust boulevard. West on Locust to
00.1	Theresa avenue. North to
00.2	Washington. West to
00.3	Grand avenue. Straight ahead.
02.2	Kingshighway. Turn right.
02.9	Page avenue.
04.1	Natural Bridge road. Turn left to
04.5	Union avenue. Turn right.
04.9	Viaduct over railroad.
05.1	End of viaduct.
06.0	Florissant avenue. Turn right, then left onto Calvary avenue.
06.6	Steep hill—down grade.
06.7	Broadway—turn left.
07.0	Overhead bridge.
07.5	Hall's Ferry road leading off to left.
07.6	End of car line.
08.5	Riverview drive. Turn right.
08.9	Bridge.
09.1	Overhead bridge.
11.4	Entrance to Chain of Rocks Park.
11.5	Entrance to Chain of Rocks Park.
11.7	Entrance to Chain of Rocks Park.
12.2	Riverview Club.
14.0	Larimore road. Turn left.
14.2	Long, winding grade.
14.6	School on left.
15.0	Trampe avenue.
16.1	Railroad.
16.7	Bridge.
16.8	Bellefontaine road. Turn right.
18.2	Trampe avenue.
18.5	Parker road. Turn left.
21.1	Church on left.
21.4	Old Jamestown road.
21.5	Black Jack. Old Hall's Ferry road crossing. Straight ahead on Parker road.
22.6	Hall's Ferry road. Bear right.
22.7	Turn left on Parker road. Hall's Ferry road leads straight ahead.
23.0	Bridge.
23.3	Bridge.
23.8	Bridge.
24.5	Turn right.
24.6	Florissant road.
24.8	Robbin's Mill road coming in from right.
25.2	Graham road. Turn left.
25.3	End of car line. Follow car line.
25.6	Bear left, leaving car line.
25.7	Bridge.
26.6	Taylor road.
27.5	Cross car tracks.
27.9	Cross railroad.
28.4	Turn right.
28.7	Turn left.
29.1	Turn left.
29.2	Bear left.
29.3	Turn right.
29.6	Turn left, then right. St. Louis Country Day School on left.
30.3	Natural Bridge road. Turn left.
31.2	Bridge.
32.2	Carsonville. Turn right on Carson road.
32.5	Turn left.
33.3	St. Charles road. Turn left.
35.9	Wellston loop. Straight ahead on Easton.
37.0	Union avenue. Turn right.
38.0	Washington avenue. Turn left.
40.4	Grand avenue.
40.5	Theresa avenue. Turn right.
40.6	Locust. Turn left.
40.8	Automobile Club.

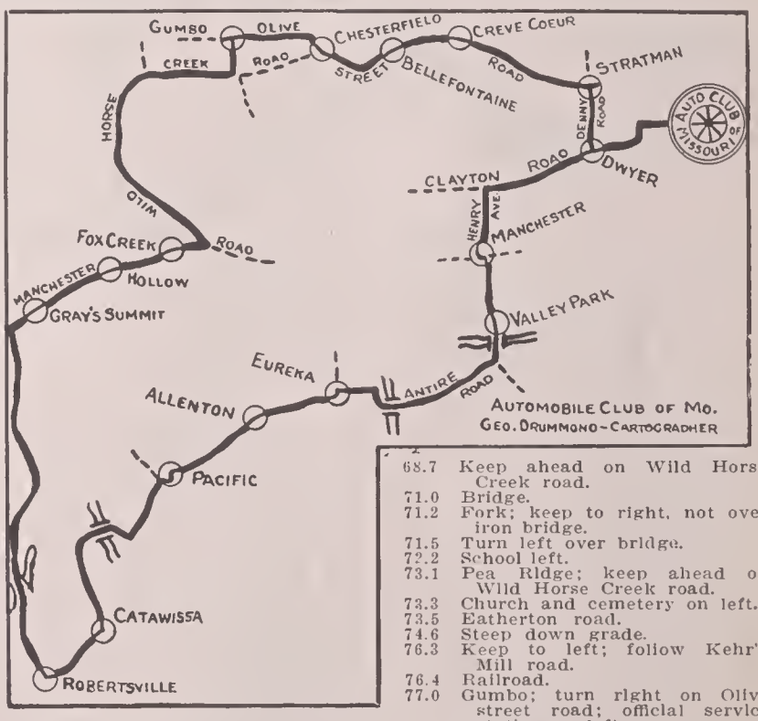
NOTICE

For emergency service call St. Louis Auto Club Service Station, Bomont 3370, who will immediately get in touch with the garage nearest to you, who will come to your aid as soon as possible.

Circle Tour to Valley Park, Pacific and Robertsville,

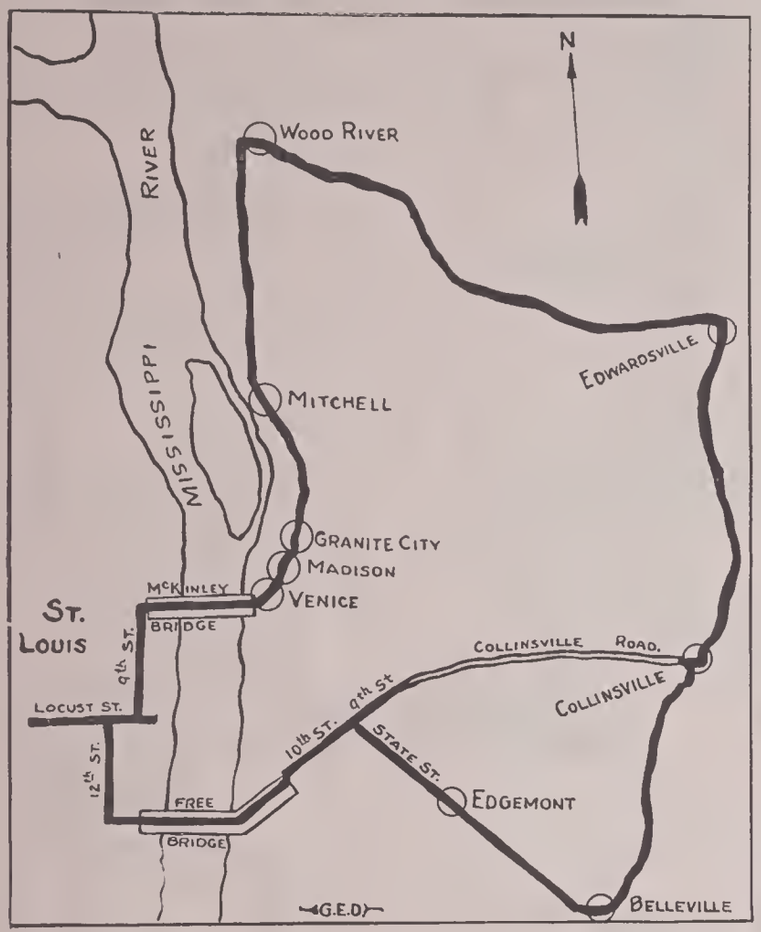
via Manchester, Valley Park, Eureka, Pacific, Robertsville, Gray's Summit and Gumbo

0.0	Automobile Club of Missouri, 3230 Locust boul., through Lindell cut-off, west on Lindell boulevard.
4.0	Skinker road; turn left.
5.0	Clayton road; turn right.
5.2	Street car crossing.
5.8	Pennsylvania avenue; jog right and left; ahead on Clayton road.
6.7	Hanley road.
6.9	Street car crossing.
7.1	Overhead viaduct.
7.2	North and South road.
7.9	McKnight road.
8.1	Lay road.
8.4	Price road.
8.8	Cella road.
9.5	Conway road.
9.8	Railroad.
10.0	Two bridges.
10.7	Denny road.
11.2	Spoede road.
11.4	Geyer road.
12.7	Ballas road.
16.7	Wood's Mill road.
17.5	Henry avenue; turn left.
19.5	Jog right, then left.
19.9	Manchester, Mo., turn left on Manchester road.
19.9	Meramec Station road; turn right; official service station on left.
20.1	Bridge; grade.
23.3	Valley Park; railroad.
23.4	Railroad.
23.5	Bridge over Meramec.
23.8	Railroad.
24.1	Fork; turn right-hand road.
24.3	Keep on right; road to Fenton to left.
26.8	Bridge over Meramec River; turn right.
27.5	Bear right.
28.5	Bridge over railroad; turn left.
29.0	Turn left over first railroad tracks. Turn right before crossing second tracks.
30.5	Cross railroad.
31.9	Allenton.
31.9	Cross railroad.
32.6	Turn left under railroad; ford creek.
33.6	Dazier.
34.3	Ford creek.
35.5	Cross railroad.
36.1	Pacific; official service station on left; keep ahead to next street past garage, then turn left.
36.2	End of street; turn right on Main street; railroad station on left.
36.5	Turn left; rock church on far corner.
36.6	Railroad.
37.4	Cross bridge; up hill.
37.6	Fork; take left-hand road; sign, "Catawissa 5½ miles."
39.1	Bridge over Meramec.
40.5	School on left.
40.9	Turn left.
43.3	Catawissa, Mo.; cross railroad; turn to right just after crossing tracks.
44.4	Ford creek.
45.1	Turn right.
45.3	Turn left.
45.7	Robertsville Station on right.
45.8	Turn right; official service station in corner; cross railroad; turn left.
46.4	Turn right; avoid road straight ahead.
46.6	Turn left.
46.8	Turn right, then left.
46.9	Bridge over Meramec.
47.5	Grande Vista Hotel; turn right into hotel grounds; coming out of grounds, turn right up hill.
49.0	School on left.
49.1	Turn right; sign, "Gray's Summit." Slow.
51.4	Slow; ford creek.
52.4	Manchester road; turn right.
55.2	Grays' Summit; official service station on left; road to Labadie leading off to left.
55.3	Bridge over railroad.
60.5	Bear right, then left.
60.6	Pacific; North road, leading off to right.
64.4	Melrose road.
65.2	Fox Creek.
66.0	Wild Horse Creek road; turn left.
67.4	Keep to left.
68.2	School on left.



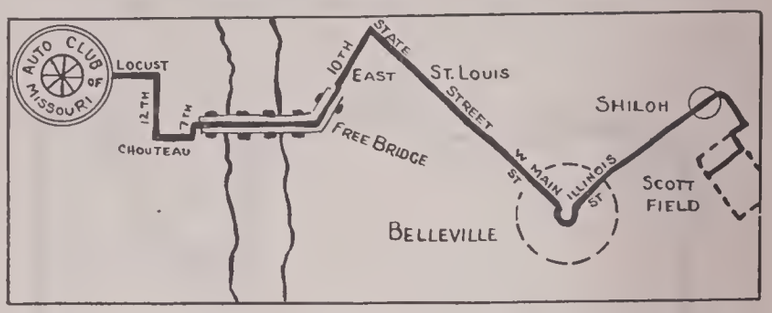
68.7	Keep ahead on Wild Horse Creek road.
71.0	Bridge.
71.2	Fork; keep to right, not over iron bridge.
71.5	Turn left over bridge.
72.2	School left.
73.1	Pea Ridge; keep ahead on Wild Horse Creek road.
73.3	Church and cemetery on left.
73.5	Eatherton road.
74.6	Steep down grade.
76.3	Keep to left; follow Kehr's Mill road.
76.4	Railroad.
77.0	Gumbo; turn right on Olive street road; official service station on left.
79.1	Turn right; bridge; railroad.
79.1	Chesterfield.
80.4	Baxter road.
80.8	Schoettler road; Bellefontaine, Mo.
81.1	Church on right.
85.1	Bridge.
87.1	Church on right.
87.9	Ballas road.
89.8	Denny road; turn right.
92.0	Railroad.
92.1	Conway road.
92.7	Clayton road; turn left.
93.2	Two bridges.
93.4	Railroad.
93.8	Conway road.
94.9	Price road.
95.2	Lay road.
95.4	McKnight road.
96.1	North and South road.
96.2	Overhead viaduct.
96.4	Street car crossing.
96.0	Hanley road.
97.5	Pennsylvania avenue; jog right and left.
98.0	Street car crossing.
98.3	Skinker road; turn left on Skinker road.
99.3	Lindell boulevard; turn right.
103.3	Automobile Club of Missouri.

Circle Trip to Collinsville and Wood River,
via Edgemont, Belleville, Collinsville, Edwardsville, Wood River and Mitchell



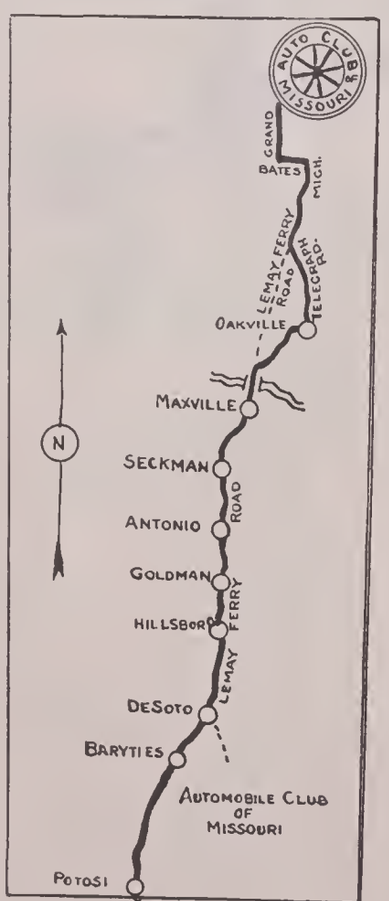
0.0 West end of Free Bridge.
1.9 End of Free Bridge; jog slightly onto Tenth street; straight ahead on Tenth street.
2.8 Turn right into State street; Heim's brewery on left.
2.9 Illinois avenue runnig off to right; keep straight ahead on State street.
3.8 Railroad; car house on right.
3.9 Railroad.
5.0 End of paving.
5.3 Railroad.
6.9 Bridge.
8.4 Edgemont; beginning of concrete highway.
8.7 Coal mine on right.
9.6 Cemetery on left.
11.6 Priester's Park on left.
12.4 Ball park on left.
13.5 Car shed on right.
13.7 Railroad; coal mine on left.
13.8 Railroad.
13.9 Belleville High School on right.
15.0 Bridge.
15.5 Belleville; public square; court house and Belleville House on right side of square.
15.5 Turn left onto N. Illinois ave.
15.9 Turn right on E street.
16.4 Bridge over railroad.
16.9 Star Brewery on left.
17.4 Railroad.
17.6 Turn left.
17.9 Bridge and railroad.
19.3 Straight ahead.
19.6 Bridge.
20.1 Straight ahead.
21.1 Street car crossing.
21.6 Cross road; keep straight ahead.
21.9 Bridge.
22.1 Railroad.
22.2 Bridge.
23.1 Straight ahead.
24.6 Bridge.
24.9 Turn right; not over railroad tracks.
25.2 Railroad.
25.3 Railroad.
25.4 Turn left; schoolhouse on right.
25.5 Turn left.
25.8 Railroad.
27.4 Bridge and railroad.
27.5 Turn right.
27.6 Bridge; turn left.
27.7 Turn left; cemetery on right.
28.0 Turn right, then left.
28.1 Collinsville; turn right onto Main street.
28.3 Turn left.
28.7 Keep to right.
29.3 School on left.
29.5 Turn left.
29.6 Turn left.
29.8 Turn right onto main road.
30.0 Turn left.
31.6 Turn left onto main road.
32.1 Railroad; turn left; avoid right-hand road.
32.9 Railroad.
33.2 Maryville; straight ahead.
33.7 Turn right.
34.7 Turn right.
35.4 Turn left; not over railroad.
36.3 Railroad.
36.4 Straight ahead.
36.7 Turn left.
37.5 Railroad, then bridge.
38.4 Railroad.
38.5 Turn right.
38.7 Railroad.
39.0 Turn left.
39.2 Turn right over car tracks; caution.
40.2 Railroad.
40.9 Railroad.
41.3 Turn left.
41.5 Turn right.
41.6 Edwardsville; Madison County courthouse on right; straight ahead.
42.2 Road to Hamel on right.
42.3 Turn right onto concrete.
42.5 Turn left.
42.6 Turn right.
42.7 Turn left and right.
42.8 Fork; keep to right; bridge.
43.2 Bridges (2).
43.6 Railroad.
45.3 Straight ahead.
46.0 Under bridge; railroad.
46.2 Bridge.
46.6 Straight ahead over railroad.
48.1 Railroad.
49.0 Railroad.
49.2 School on right.
49.4 Turn left.
50.5 Turn left.
50.9 Turn right.
51.0 Turn left; Wood River.
51.2 Railroad; turn left.
51.8 Cross railroad.
51.9 Turn left.
52.9 Keep ahead on brick road.
55.5 Bridge.
55.6 Railroad.
59.0 Keep to right; Mitchell, Ill.
59.8 Turn left.
60.1 Railroad; turn right onto brick.
62.8 Follow brick road.
62.9 Cross car tracks.
64.1 Car shed on left.
66.3 Turn right and left.
66.4 Railroad.
66.5 Railroad.
67.2 Railroad.
67.3 Turn left with car tracks.
67.4 McKinley Bridge; bear right with car tracks.
68.7 End of bridge; turn left on Ninth street.
71.1 Locust boulevard; west on Locust.
72.9 Automobile Club.

Tour to Scott Field, Ill.,
via Belleville and Shiloh



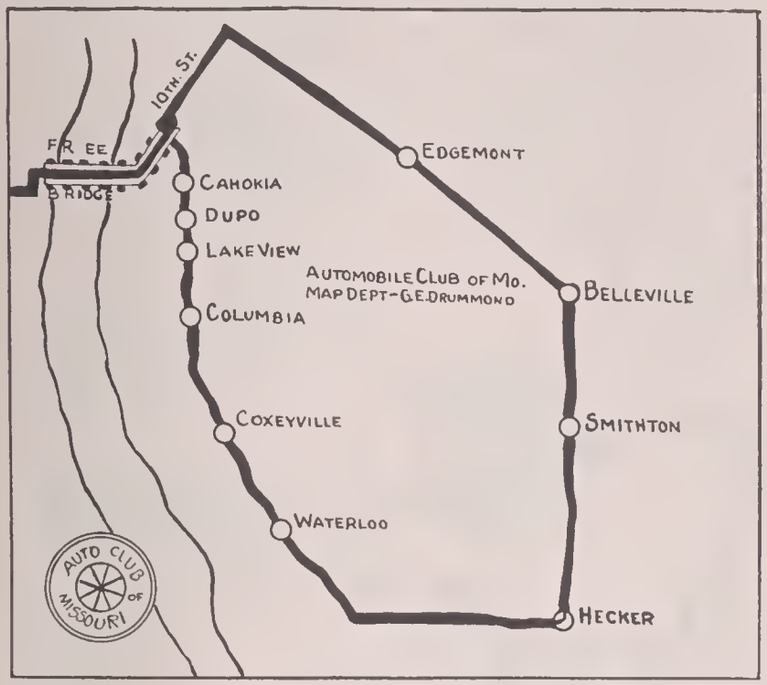
0.0 Automobile Club of Missouri, 3230 Locust boulevard; east on Locust boulevard to
1.6 Twelfth boulevard; turn right to
2.4 Chouteau avenue; turn left.
2.7 Seventh street; jog left, then right on approach of Free Bridge.
4.5 End of bridge; bear left on Tenth street.
5.4 State street; turn right; main road.
7.8 Cross railroad.
10.8 Beginning of concrete road.
15.9 Cross railroad.
16.0 Township high school on right.
17.7 Belleville, public square; keep to right around square and out Illinois street, on left side of square.
18.0 Lebanon avenue; bear right; sign "To Scott Field."
19.0 Star Brewery on left.
19.1 Beginnig of concrete.
19.5 Cross railroad; straight ahead.
23.5 Shiloh; end of concrete, beginning of cinder road.
23.6 Turn right.
24.8 Turn right.
25.7 Turn left.
26.2 Turn right into Scott Field. Return same route.

Trip to Potosi,
via Hillsboro and De Soto



0.0 Auto Club of Missouri, 3230 Locust boulevard; through Lindell cut-off to Channing avenue.
0.1 Channing avenue; turn left on Channing avenue.
0.2 Pine boulevard; turn right on Pine.
0.4 Grand boulevard; turn left on Grand.
5.1 Bates street; turn left on Bates street.
5.7 Michigan avenue; turn right on Michigan.
7.0 Bear right on Ivory avenue.
7.3 Railroad; DANGER.
7.6 Slow; bridge; straight ahead on Lemay Ferry road.
8.6 Telegraph road; bear left on Telegraph road.
10.4 Barracks road; straight ahead.
11.0 Sappington road; straight ahead.
12.1 Bridge.
12.7 Yeager road; straight ahead.
13.2 Oakville; turn right on Baumgartner road.
14.4 Turn right; avoid road straight ahead.
14.4 Slow; grade; curves.
14.6 DANGER; railroad.
14.7 Slow; bridge.
16.6 Lemay Ferry road; turn left on Lemay Ferry road.
17.1 Bridge over Meramec.
19.1 Maxville; straight through.
19.8 Bridge.
20.2 Bridge.
22.5 Bear left; slow; long steep downgrade.
22.9 Seckman; straight through.
23.2 Bridge.
24.7 SLOW; Frisco Hill; down grade.
26.3 Antonio; official garage on right.
28.5 Bridge.
32.3 Goldman.
33.0 Narrow bridge.
33.7 Bridge.
34.9 Bridge.
36.4 Festus; Silica road; straight ahead.
37.2 Hillsboro; turn left.
57.3 Turn right; follow road.
38.2 Hematite road; straight ahead.
41.5 Victoria; cross railroad; turn right.
43.8 Bridge.
44.0 Railroad; turn left.
44.7 DeSoto railroad station.
44.8 Main road to Flat River; straight ahead.
45.0 Official service station on right; straight ahead on Potosi road.
51.1 Vineland.
56.0 Barytles.
62.3 Potosi; return same route.

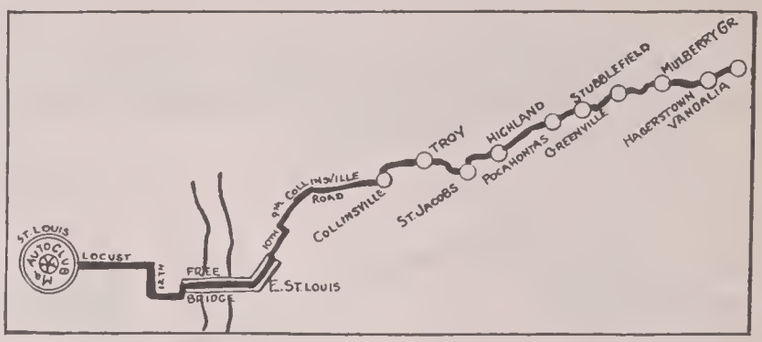
Circle Trip to Waterloo and Hecker, Ill.,
via Columbia, Waterlow, Hecker, Belleville Edgemont



00.0 Automobile Club, 3230 Locust street.
01.6 Twelfth street; turn right.
02.4 Chouteau avenue; turn left.
02.7 Seventh street; turn left.
02.8 Free Bridge; turn right.
04.6 End of Free Bridge; turn immediately to left under bridge.
04.8 Turn left.
05.2 Railroad.
05.8 Railroad.
06.1 Railroad.
07.4 Sharp curve; railroad.
07.5 Bear right.
07.6 Railroad.
08.1 Slow; sharp curve.
08.2 Cahokia; bear right.
08.3 Turn left.
09.8 Slow; bridge.
09.9 Straight ahead; avoid road to right.
10.0 Railroad.
10.1 Turn right on Dupo road.
10.3 Railroad.
10.4 Railroad; turn right.
10.5 Two railroad crossings.
12.1 Dupo; straight ahead.
12.5 Bear right.
12.9 Slow; curve.
13.6 Railroad.
14.0 Bear right; avoid road to left.
14.2 Slow; bridge.
14.6 Lake View; straight ahead.
14.9 Concrete road.
16.0 Railroad.
16.3 Railroad.
16.4 Slow; bridge.
17.2 Railroad.
17.9 Columbia; straight ahead to
18.9 Columbia city limits.
19.2 Slow; bridge, sharp curve.
19.3 Railroad.
20.6 Bear right.
21.2 Slow; sharp curve.
21.3 Turn right.
23.0 Coxeyville; straight ahead.
23.8 Railroad.
26.3 Waterloo; straight ahead.
27.2 Turn left.
27.6 Slow; blind curves; keep to right.
29.6 Straight ahead; avoid road to left.
31.7 Straight ahead; avoid road to left.
32.5 Bear left; avoid road to right.
33.7 Slow; bridge.
33.9 Slow; bridge.
34.7 Slow; sharp curve to left, then right.
35.8 Hecker; straight ahead to
36.0 Turn left.
36.2 Slow; sharp S turn.
36.7 Straight ahead; avoid road to left.
37.2 Avoid road to right.
38.2 Avoid road to right.
40.4 Slow; bridge.
42.7 Smithton; straight ahead.
43.2 Turn right.
43.3 Turn left.
44.4 Straight ahead; avoid road to right.
48.7 Railroad.
49.4 Railroad.
49.7 Belleville; straight ahead to
49.9 Railroad.
50.4 Turn left around circle.
52.2 Railroad; straight ahead on concrete.
57.0 Slow; sharp winding hill.
57.4 Edgemont; straight ahead.
58.9 Slow; bridge.
60.7 Concrete.
61.0 Brick.
61.7 Railroad.
61.9 Railroad.
62.0 Tarvia.
62.8 Turn left on Tenth street.
63.3 Railroad.
63.8 Bear left onto approach of Free Bridge.
65.6 Seventh street; turn left one block to
65.7 Chouteau avenue; turn right to
66.0 Twelfth street; turn right to
66.8 Locust street; turn left to
68.5 Automobile Club.

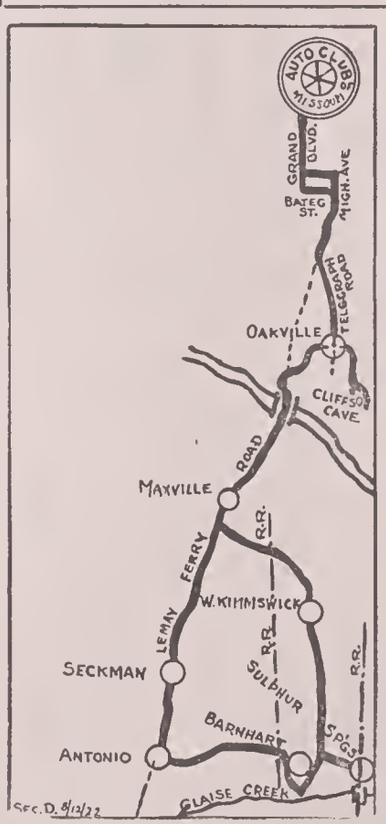
Trip to Vandalia, Ill.,
via Collinsville, St. Jacobs, Highland, Greenville

00.0 Automobile Club, 3230 Locust.
01.5 Twelfth street; turn right.
02.4 Chouteau avenue; turn left.
02.7 Seventh street; turn left, then right on approach of Free Bridge.
05.2 Missouri avenue. Turn left 1 block.
05.3 Ninth street; turn right; straight ahead to
14.3 Collinsville.
14.9 Bear left.
15.0 Turn right; West Main street.
15.6 Turn left.
15.9 Bear right; avoid left-hand road.
16.8 Collinsville city limits.
18.6 Danger, railroad; avoid road to left.



22.4 Troy.
22.7 Turn right.
23.1 Turn right.
23.2 Turn left.
23.4 City limits; straight ahead.
27.4 Detour right; danger; railroad.
29.1 St. Jacobs.
34.3 Danger, railroad; Highland.
34.9 Turn left.
35.0 Turn right.
35.2 Turn left, then right.
44.1 Pocahontas; straight ahead.
45.2 City limits.
52.8 Greenville city limits.
53.0 Turn right.
53.2 Turn right.
53.3 Turn left.
53.7 Turn right one block.
53.8 Turn left.
54.3 Greenville city limits.
57.7 Slow, dangerous curve.
61.9 Mulberry Grove.
62.2 Turn left.
62.4 Turn right.
68.8 Hagerstown.
72.0 Vandalia city limits.

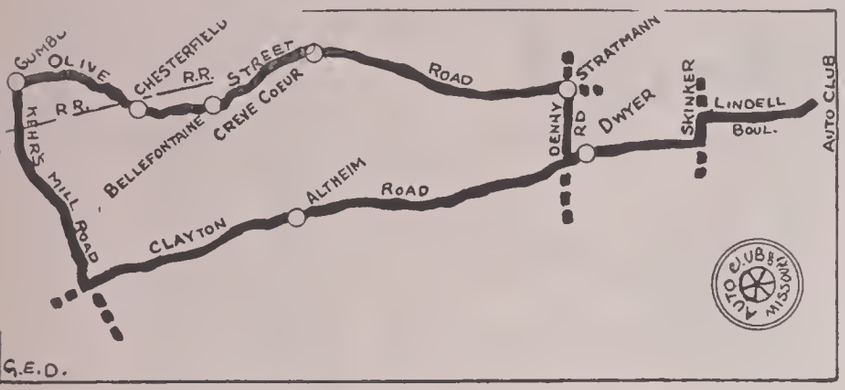
Trip to Cliff Cave and Sulphur Springs,
via Oakville, Cliff Cave, Kimmswick, Sulphur Springs, Antonio and Mansville



0.0 Auto Club of Missouri, 3230 Locust boulevard, Lindell cut-off and Lindell boulevard to Theresa, south on Theresa to Pine, west to Grand boulevard.
0.3 Grand boulevard; turn left.
0.6 Grand boulevard bridge.
5.0 Bates street; turn left; 5600 south.
5.6 Michigan avenue; turn right.
6.8 Bear right on Ivory avenue; 7600.
7.2 Bear left on Alabama avenue; 8100 south.
7.5 Bridge; ahead on Lemay Ferry road.
8.7 Telegraph road; bear left.
10.2 Barracks road.
10.9 Sappington road.
12.6 Yeager road.
13.1 Oakville; Baumgartner road; turn left on Cliff Cave road.
14.4 Turn left on rock road down grade.
15.0 Open space, burnt-out tree in center; park car; walk to right 300 feet to entrance of Cliff Cave; retrace route to Oakville.
15.8 Oakville; cross Telegraph road ahead on Baumgartner road.
16.8 Turn sharp to left.
16.9 Turn sharp to right.
17.1 Bear left around base of hill; cross railroad.
17.3 Bridge.
19.2 Lemay Ferry road; turn left.
19.7 Bridge over Meramec River.
21.1 Kings Trace highway.
22.0 Maxville; road forks; take left fork.
22.6 Bridge.
23.0 Bridge.
23.1 Old state road; turn left.
24.2 Turn left into bridge over railroad; turn right after crossing bridge.
24.5 Bear right; red garage on corner.
25.6 Fork; keep to right.
26.0 Miller road.
26.9 Railroad.
27.1 Railroad.
27.2 Turn right; then left over bridge.
27.4 Bridge.
27.5 Auto Club official service station, West Kimmswick.
28.2 Railroad.
28.4 Wolf Hollow road.
29.5 Lee's Inn (chicken dinners), on left.
29.6 Turn left; follow sign, "Sulphur Springs."
30.3 Sulphur Springs. Return to Old State road.
31.0 Turn left on Old State road; cross bridge.
31.4 Turn left over iron bridge.
31.7 Swing hard right as far as possible, parallel railroad.
32.0 Turn left, cross railroad tracks; Barnhart.
32.3 Bridge; turn left, follow creek bed.
33.4 Keep to left over bridge.
34.5 Turn left over bridge.
34.6 Turn right.
36.5 Antonio, Lemay Ferry road; turn right.
37.8 Bridge.
39.8 Bridge.
40.2 Seckman.
42.9 Old State road.
43.0 Bridge.
43.3 Bridge.
44.0 Maxville.
44.8 Kings Trace highway.
46.1 Meramec River bridge.
46.7 Baumgartner road; turn right.
48.7 Bridge.
48.8 Railroad.
49.0 Turn left; sharp.
49.1 Turn right.
49.4 S-Turn.
50.2 Telegraph road; turn left.
51.3 Bridge.
52.4 Sappington road.
53.1 Barracks road.
54.8 Lemay Ferry road; take Lemay Ferry road.
56.0 Bridge; cross and take Alahama avenue.
56.2 Bear right on Ivory avenue.
56.3 Railroad.
56.6 Bear left on Michigan avenue.
57.9 Bear left on Kingshighway Park.
58.5 Bear right on Grand boulevard.
63.5 Bear right on Lindell boulevard.
63.8 Auto Club, 3230 Locust boulevard.

Circle Tour to Gumbo, Mo.,

via Stratmann, Creve Coeur, Chesterfield, Gumbo and Altheim

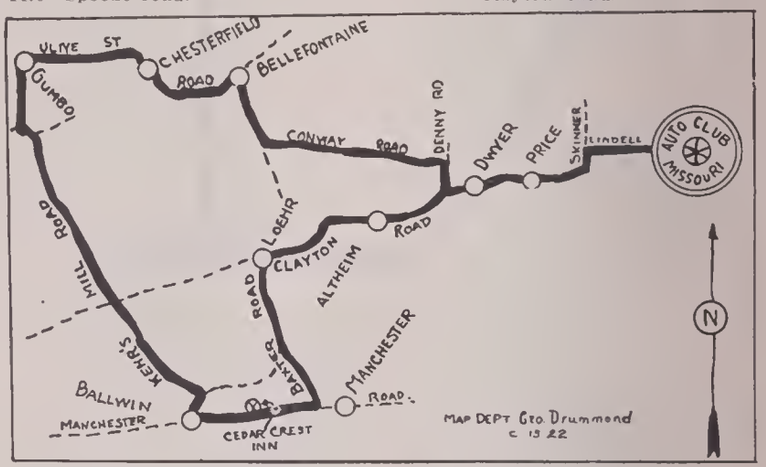


0.0	Automobile Club of Missouri, 3230 Locust street. Through Lindell cut-off, then west on Lindell boulevard.	23.9	Chesterfield, Mo.
2.1	Kingshighway boul. Straight ahead on Lindell.	24.0	DANGER, R. R. Bridge, turn left.
2.5	DANGER, R. R. Straight ahead.	26.0	Gumbo, Mo. Chicken dinner. Turn left on Long Kehr's Mill road.
4.0	Skinker road, turn left.	26.5	DANGER, R. R.
5.0	Clayton road, turn right.	26.7	Wild Horse Creek road bearing off to right. Bear left, then right beyond bridge.
5.2	SLOW, dangerous street car crossing.	26.8	Grade. Blind curve. Keep to right. Sound horn.
5.7	SLOW, dangerous curve. (Pennsylvania ave. to left.) Straight ahead on Clayton road.	27.6	SLOW. Grade curve.
6.7	Hanley road crossing.	27.9	Strecker Mill road.
6.8	DANGER. R. R.	30.2	Clarkson road.
7.1	North and South road crossing.	31.6	Clayton road. Turn left.
7.8	McKnight road, straight ahead.	33.1	Baxter road.
8.3	Price road, straight ahead.	34.2	Schoettler road.
8.7	Celia road.	35.0	Woods Mill road.
9.1	SLOW, curve, keep to right.	37.2	DANGER. Sharp curve.
9.4	Conway road bearing off to right. Ahead on Clayton road.	38.9	Ballas road.
9.7	DANGER. R. R.	40.1	Geyer road.
9.9	SLOW, two bridges. Link road.	40.4	Spoede road.
10.5	Denny road. Turn right.	40.6	SLOW, bridge.
11.1	Conway road crossing. Ahead on Denny road.	40.9	Denny road crossing.
11.2	DANGER. R. R.	41.0	SLOW, curve.
13.4	Olive Street road. Turn left.	41.4	SLOW. Two bridges. Link road.
13.9	Spoede road. Straight ahead.	41.7	DANGER, R. R.
15.1	Craig road bearing off to right to Creve Coeur Lake. Ahead on Olive Street road.	42.0	SLOW, curve.
15.2	Ballas road.	43.1	Price road, leading off to left.
16.6	Fee Fee road.	43.4	Lay road, leading off to right.
16.8	SLOW, bridge.	43.6	McKnight road crossing.
17.8	SLOW, grade curves.	43.8	SLOW, curves, keep to right.
18.0	Creve Coeur Mill road.	44.2	SLOW. North and South road. Dangerous corner.
18.7	Woods Mill road.	44.5	DANGER, R. R.
20.5	SLOW, curve, keep to right.	45.6	SLOW, sharp curve. Pennsylvania avenue.
22.2	Bellefontaine, Mo. Schoettler leading in from left.	46.1	Dangerous street car crossing.
22.7	Baxter road.	46.4	Skinker road. Turn left.
23.4	SLOW, grade curves.	47.4	Lindell boulevard. Turn right.
		48.8	DANGER, R. R. Union boulevard.
		49.3	King's highway. To right of lamp standard, then ahead on Lindell boulevard.
		51.0	Lindell and Grand avenue.

Circle Tour to Ballwin, Mo.,

via Altheim, Ballwin, Gumbo and Bellefontaine

00.0	Automobile Club of Missouri, 3230 Locust boulevard. Through Lindell cut-off onto Lindell boulevard.	26.9	Bridge over creek.
02.0	Kingshighway. Straight ahead on Lindell.	26.9	Strecker Valley road.
03.9	Skinker road. Turn left on Skinker road.	28.1	Wild Horse Creek road. Bridge. Keep to right. Wild Horse Creek road.
04.9	Clayton road. Turn right on Clayton road.	28.3	Railroad.
05.2	Street car crossing.	28.8	Gumbo. Turn right on Olive Street road.
05.7	Pennsylvania avenue. Dangerous curve to right, then left. Ahead on Clayton road.	30.0	Bear right over bridge. Cross railroad.
06.6	Hanley road.	31.0	Chesterfield.
06.8	Danger. Street car crossing.	31.1	Wild Horse Creek road.
07.0	Overhead railroad bridge.	32.1	Baxter road.
07.1	North and South road.	32.6	Schoettler road. Turn right on Schoettler road.
07.8	McKnight road.	33.0	Conway road. Turn left on Conway road.
08.3	Price road.	35.1	Woods Mill road.
08.6	Cella road.	36.7	Mason road. (South.)
09.4	Conway road.	36.8	Mason road. (North.)
09.7	Railroad.	38.8	Ballas road.
09.9	Bridge.	40.3	Spoede road.
10.5	Denny road.	40.8	Denny road. Turn right on Denny road.
11.0	Spoede road.	41.4	Clayton road. Turn left on Clayton road.



11.2	Geyer road.	41.9	Bridges (two).
12.5	Ballas road.	42.1	Railroad.
14.7	Mason road.	42.3	Conway road.
17.1	Schoettler road.	43.6	Price road.
17.2	Henry avenue.	43.8	Lay road.
18.4	Baxter road. Turn left on Baxter road.	44.7	North and South road.
18.6	Fork in road. Take left-hand road. Baxter road.	44.8	Overhead railroad bridge.
20.1	Manchester road. Turn right on Manchester road.	45.0	Street car crossing.
20.7	Cedar Crest Inn.	45.2	Hanley road.
21.5	Ballwin. Kehr's Mill road. Turn right on Kehr's Mill road.	46.2	Pennsylvania avenue. Bad curve.
21.7	Cross roads. Bear hard to left, keeping on Kehr's Mill road.	46.7	Street car crossing.
23.2	Clayton road. Straight ahead on Kehr's Mill road.	46.9	Skinker road. Turn left on Lindell boulevard.
24.6	Clarkson road.	49.3	Union avenue. Cross railroad.
		49.8	Kingshighway. Keep to right of lamp post.
		51.9	Automobile Club of Missouri.

GOVERNMENT HILL PAVILION—FOREST PARK

St. Louis—Chicago Tour

via

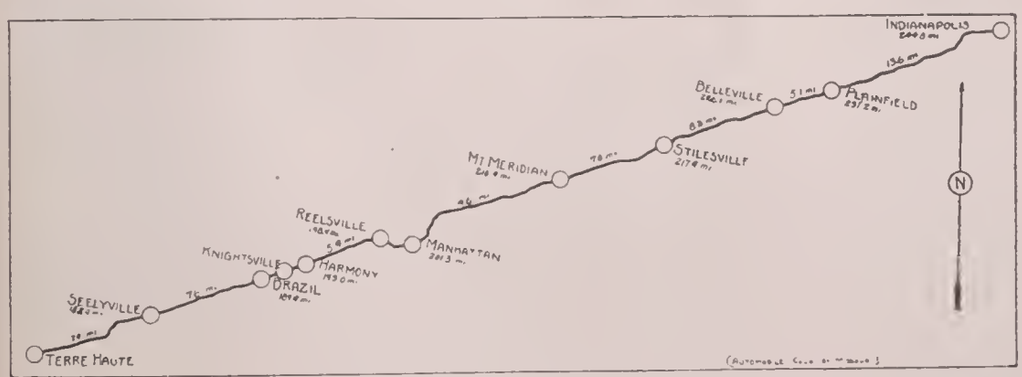
Vandalia, Marshall, Danville

Practically all Excellent Pavement

St. Louis to Indianapolis

Follow Route Shown Above to Terre Haute

Excellent Roads



NOTICE

For emergency service call St. Louis Auto Club Service Station, Bomont 3370, who will immediately get in touch with the garage nearest to you, who will come to your aid as soon as possible.

Engine Troubles and Their Causes

ENGINE FAILS TO START

1. Gas mixture too lean.
2. Water in gasoline.
3. Vibrators adjusted too close (for Ford).
4. Water or congealed oil in magneto (or commutator for Ford).
5. Magneto contact point obstructed with foreign matter.
6. Gasoline supply shut off.
7. Carburetor frozen (in zero weather).
8. Water frozen in gasoline tank sediment bulb.
9. Magneto switch off (or coil switch for Ford).

ENGINE LACKS POWER—RUNS IRREGULARLY

At Low Speeds

1. Poor compression—account leaky valves.
2. Gas mixture too rich or too lean.
3. Spark plugs dirty.
4. Magneto improperly adjusted (or oil vibrator for Ford).
5. Air leak in intake manifold.
6. Weak exhaust valve spring.
7. Too great clearance between valve stem and push rod.
8. Too close gap between spark plug points.

At High Speeds

1. Motor not timed correctly.
2. Commutator contact imperfect (for Ford).
3. Weak valve spring.
4. Too much gap in spark plug.
5. Imperfect gas mixture.
6. Vibrator points dirty or burned (for Ford).

ENGINE STOPS SUDDENLY.

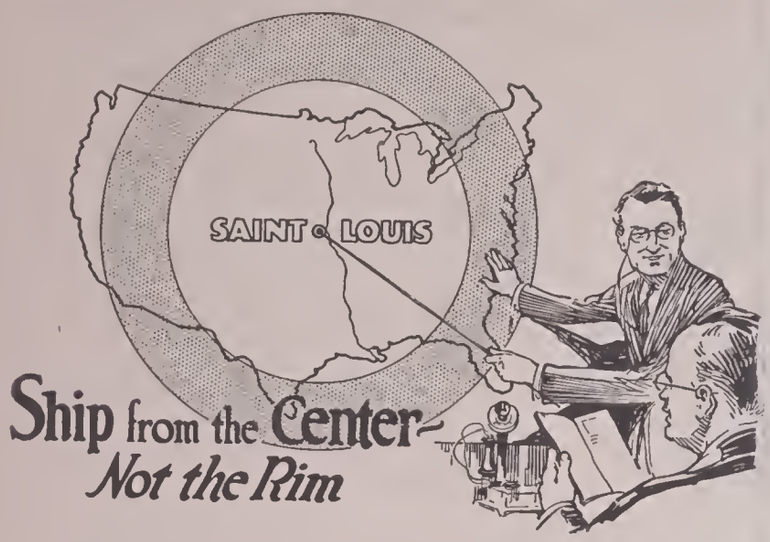
1. Gasoline tank empty.
2. Water in gasoline.
3. Dirt in carburetor or feed pipe.
4. Magneto wire loose at either terminal.
5. Magneto contact point obstructed.
6. Overheated—account lack of oil or water.
7. Gas mixture too lean.

ENGINE OVERHEATS

1. Lack of water.
2. Lack of oil.
3. Fan belt torn, loose or slipping.
4. Carbon deposit in combustion chamber.
5. Motor not timed correctly.
6. Spark retarded too far.
7. Gas mixture too rich.
8. Water circulation retarded by sediment in radiator.
9. Dirty spark plugs.

ENGINE KNOCKS.

1. Carbon deposit on piston heads.
2. Loose connecting rod bearing.
3. Loose crank shaft bearing.
4. Spark advanced too far.
5. Engine overheated.



Ship from the Center— *Not the Rim*

Modern industry, with its thousand-handed machines, was developed from crude forms of manual labor. So, too, must a more economical, more central distribution system supplant the wasteful reaching back and forth over costly distances. Industries in competition with others more favorably located cannot continue indefinitely to pay high wages and production costs and at the same time be double-hauling raw materials and fuel thousands of miles to and from factories under a high level of freight costs.

Distribution has today become a common problem in industry. Economical distribution does not begin at the edge of things, but at the center. Industries which are supplying their trade from the rim of the circle, far from the sources of raw materials and a long way from their markets, are doing business at a disadvantage.

The long haul of manufacturing materials and finished products must give way to a central point of assembly and distribution. The true course of the raw material should ever be in the direction of the ultimate consumer. The transit route must continue into a territory that has population, patronage and purchasing power.

St. Louis manufacturers ship from the center—not the rim. Twenty-six railroads "to everywhere" and the Mississippi River bring in materials and carry out finished products. No other metropolis with equal distribution facilities is so close to both basic materials and large consumption of finished products as is St. Louis.

St. Louis shippers reach two-thirds of the United States with a shorter freight haul than those of any other big industrial center, besides shipping on one bill of lading to the ports of the world via U. S. river service at 20% under rail rates.

It is economically unsound to pay transportation charges through St. Louis to eastern points on raw materials, manufacture them there, and ship the finished goods back to consumers in the Mississippi Valley—the St. Louis trade territory. It is like hauling goods from the center to the rim of the circle, and then hauling them right back again to the center, paying costly take-it-there-and-bring-it-back freight charges both ways.

A Mid-West factory in St. Louis would aid in solving your distribution problems. Ship from the center—not the rim.

ST. LOUIS CHAMBER of COMMERCE

St. Louis, U. S. A.

The Crossroads of Commerce

The ceasless flow of traffic over the municipal docks at St. Louis for barge shipment on the Mississippi River makes St. Louis the center of the nation's inland shipping activities. Rail and river transportation facilities join at St. Louis, forming the crossroads of commerce at the center of the continent, and, continuing, follow the trade routes of the world.

As a part of the daily movement over the St. Louis municipal docks, one sees shipments of sulphate of ammonia to Japan, tank plate to the oil fields of India, grain to Europe, paint to Porto Rico, mahogany from Central America, rare spices from Ceylon, sisal from Yucatan, cocoa beans from Callao. The railroads bring in grain from the Central West, furs from the frozen North, hides from the western plains, copper from the Rockies.

Via St. Louis

From St. Louis, the basic materials from all climes are delivered to the markets of this country for manufacture. The finished commodities, on their outward journey to world markets, pass the incoming rush of raw materials.

Goods loaded into box cars at plants in St. Louis for water shipment are delivered to the ports of the world at water rates via U. S. river service at 20 per cent under rail rates.

With 26 railroads "to everywhere" from St. Louis, and a Government barge line on the Mississippi River to New Orleans, shippers in St. Louis are able to reach all markets—domestic and foreign—at economical freight rates for almost straight-line delivery.

St. Louis is a good city to live in, work in and play in.

ST. LOUIS CHAMBER of COMMERCE

St. Louis, U. S. A.

Time was when all industry, all commerce and the large majority of population was in the East. The East was then the center—of commerce, industry and population. But gradually the center of population moved westward, and with it soared the cost of distribution, a vexing problem to eastern industry. The East became dotted with industries whose raw materials and customers were 1,000 or more miles west, and whose workers had to be fed on the products of the West.

As the United States developed, as the West developed, the logical marketing center, the center of population, of agriculture, of distribution moved westward. These centers, as accompanying charts show, are located within a few hours' ride of the "Center of Centers—St. Louis," "the city surrounded by the United States."

In this age of strong competition, efficient production and economic distribution, is it any wonder then that industry is looking with ever-increasing favor on St. Louis, and that manufacturers see fit to "ship from the center—not the rim"—from St. Louis?

As an industrial center, St. Louis is of first rank. It is the gateway to the West and Southwest. It is entered by 26 railroad systems (Sante Fe to be added shortly), whose total mileage is approximately 80,000, and the locomotives of which are over 40 per cent of the total number in the United States. It stands at the head of the Mississippi Valley, the world's greatest agricultural district. It is the center of the world's greatest inland waterway system.

St. Louis has more economic potentialities for money and trade than any of the other metropolitan centers of the United States, among which are the lowest fuel rates and its strategic position in the geographical center of the United States.

St. Louis ships to two-thirds of the United States at cheaper freight rates than any other metropolitan industrial center. Raw materials need not be brought 1,000 miles to St. Louis and then redistributed another 1,000 to the customers, for St. Louis is in the center of a vast trade territory, over 40,000,000 people living within a radius of only 500 miles (a mere over-night run from St. Louis).

Because of this feature, St. Louis-made goods can be bought cheaper by far in excess of one-third of the people of the United States than can those goods manufactured in any other metropolitan center. Not 50 miles from St. Louis is the center of the Illinois coal fields, one of the richest coal regions in the United States. Raw materials can move cheaply to St. Louis, here be manufactured into finished products, and then be distributed to the large trade territory of which St. Louis is the central distributing point, at a minimum cost and distribution expense to the buyer.

That is why St. Louis is the world's largest fur center, its largest car manufacturing center, its largest boot and shoe center, etc., etc., and that is why St. Louis is the only city in the United States to have both a Federal Land Bank and a Federal Reserve Bank.

This is the panorama that is decentralizing slowly but surely the unwholesome, uneconomic congestion east of the Alleghanies.

Competition

Industries, in competition with others more favorably located, cannot continue indefinitely to pay high wages and production costs and at the same time be double-hauling raw materials, finished products and fuel thousands of miles to and from factories under a high level of freight rates.

The tendency of modern business is to eliminate the unnecessary handling of goods. The history of successful manufacture and the greatest net earnings throughout the world have shown a movement toward the centers of raw materials, assured fuel resources and nearness to consuming markets.

Economic distribution does not begin at the edge of things, but at the center. The long haul of manufacturing materials and finished products must give way to the central point of assembly and distribution. Factories located in St. Louis "ship from the center—not the rim."

Until recent years the locating of a factory was more or less accidental. The original owner started in business wherever he happened to live, regardless of the accessibility to raw materials or markets, or of transportation facilities. Many factories which had been located in certain places, perhaps as often by accident as design, are no longer correctly situated. They are doing business at a disadvantage.

The East is dotted with industries whose raw materials and customers are 1,000 miles west, and whose workers must be fed with food shipped a like distance. The East became the center of industry because the East originally was the center of population and commerce. Time has changed this condition. The development of the country has pushed the population and market centers westward.

"Overhead"

Today American industries are seeking the center. This is an age of competition, production and economic distribution. The progressive manufacturer these days finds he cannot afford to consider sentiment and tradition in keeping pace with the shifting of the country's commerce and channels of trade.

"Overhead," that overwhelming thing which is one of the vital problems in industry today, cannot be pared with an ax, or supervision will be lost. The process of bringing about economy must be coupled with opportunity. If your product is one whose success is based on the human factor whose market is figured on a population basis, you will find in St. Louis a situation worthy of watching and study.

The success of the manufacturer depends upon the factors which enable him to meet competition. Among these are central location, transportation facilities, nearness to raw materials, available fuel and labor, and ability to reach markets on a competitive basis.

If your problem is geographical, look at the map. If the population and market centers have grown away from you, perhaps a Mid-West plant in St. Louis would solve this regional problem in the national selling of your products.

Distribution

Distribution has become a common problem in industry. The processes of manufacture have been well-nigh perfected and costs scientifically allotted, but distribution methods have grown up full of waste.

It is economically unsound to pay transportation charges through St. Louis to eastern points on raw materials, manufacture them there, and ship the finished goods back to consumers in the great St. Louis trade territory. St. Louis is the logical and cheapest point of manufacture and distribution to the enormous markets in the Middle West, Far West, Southwest and the Mississippi Valley.

St. Louis ships to two-thirds of the United States at cheaper freight costs than any other big industrial center. Your factory in St. Louis would not have to wait for a market to be developed. St. Louis has an established trade territory. It is ready for you to build a Mid-West plant, and has facilities to move your goods.

St. Louis is an ideal point for fabrication in transit. By this is meant the moving of raw materials in the direction of the ultimate market, selecting a manufacturing point en route where the materials can be combined with fuel, labor and transportation and then sent broadcast as finished products to the consumer at minimum transportation haul and cost.

No other metropolis with equal distribution facilities is so close to both raw materials and large consumption of finished products as is St. Louis.

This ideal condition means a two-way saving—a saving to your factory and to your customers. You pay the freight on basic materials to your plant. Normally, the transportation charges on finished products are paid by the purchasers.

The quick deliveries and saving in freight cost on finished goods make friends of your customers. The saving on raw materials is a welcome sound in your industrial cash register. It means either larger returns to you or gives you a wider margin for competitive price quotations.

A Four-Sided Gateway

St. Louis is a four-sided gateway. Its shipping facilities extend in all directions with a clear sweep to the markets of the country. The box-car and waterway barge form the connecting link between the producer and consumer.

With twenty-six railroads "to everywhere" from St. Louis, and a Government barge service on the Mississippi River to New Orleans and Mississippi Valley points, industries in St. Louis are able to reach all markets, domestic and foreign, quickly by rail or river at economical freight charges for almost straight-line delivery.

No other large industrial city can reach out in so many directions with so many advantages, and directly command so many miles of producing and consuming territory on all sides, unbroken by large areas of water or other natural barriers.

Railroad freight rates "break" at St. Louis. That is, shipments from points east of the Illinois-Indiana state line to territory west of the Mississippi River are subject either to full combination of separate local rates east and west of the river, or to fixed differences over rates from St. Louis to the West and Southwest. St. Louis shippers thus enjoy the lower basing rates against their long-haul competitors.

Railroad congestion and embargoes, which periodically impede business in eastern seaports and cities, are avoided as to shipments from St. Louis throughout the Middle West.

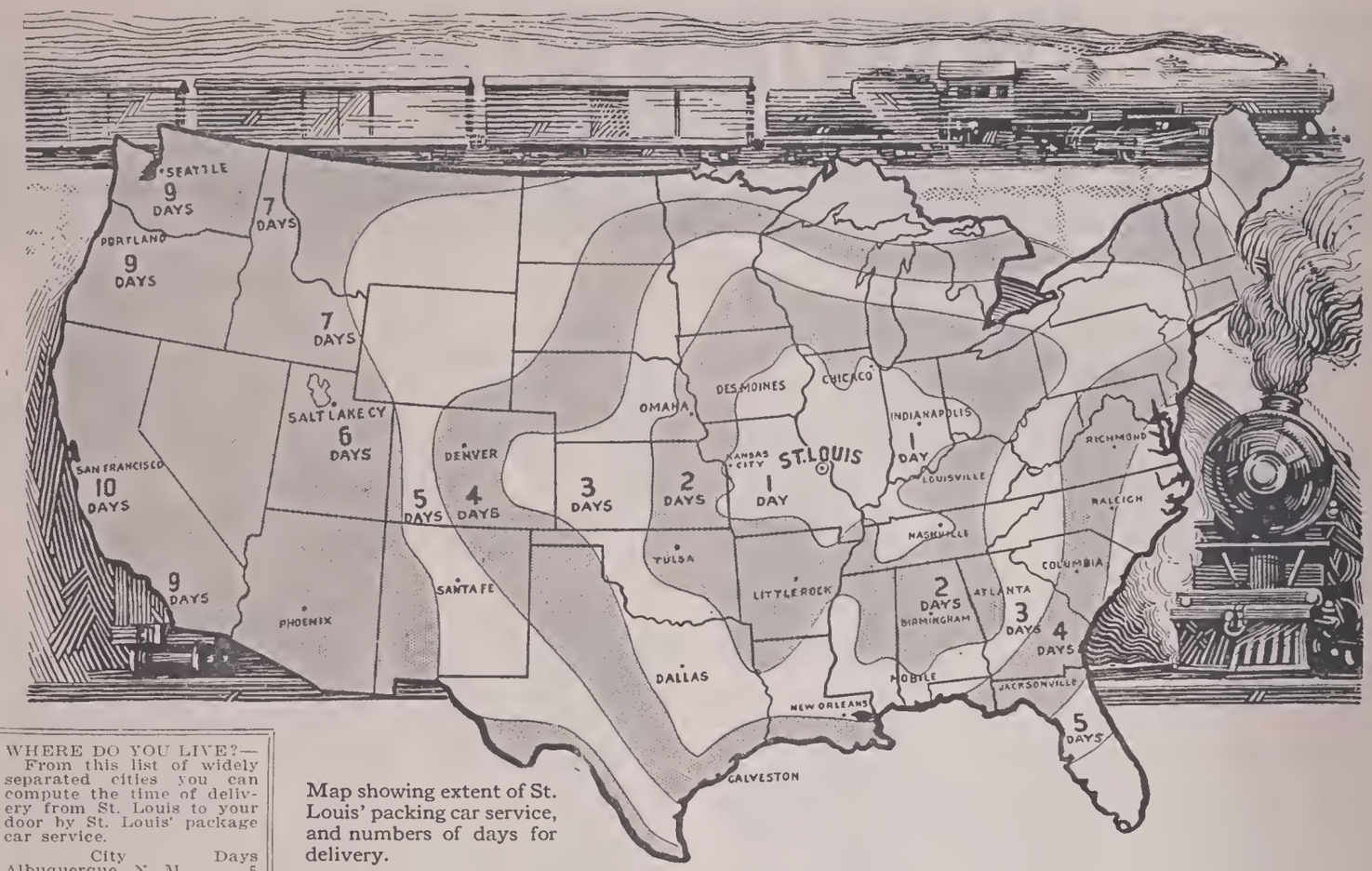
Package Car System

St. Louis industries and wholesale houses have the benefit of a complete package-car system, coupled with a checking service that shows the actual time of arrival at destination. This fast-freight service for less-than-carload-lot merchandise was originated and built up at the suggestion of the St. Louis Chamber of Commerce. It has been developed into the best delivery service radiating from any city in the country.

More than 1,200 package cars leave St. Louis every night by through freight, serving points throughout the St. Louis trade territory. Local trains pick up these mixed shipments at break-bulk points and continue on a connected schedule to the smaller towns.

Service is the idea behind the package car. The shipment speeds straight to a scheduled destination. The buyers of commodities in St. Louis can make purchases close to the known needs of his locality, and can always be assured of quick and dependable delivery to meet changing conditions.

(Continued on page 61.)



Map showing extent of St. Louis' packing car service, and numbers of days for delivery.

WHERE DO YOU LIVE?—
From this list of widely separated cities you can compute the time of delivery from St. Louis to your door by St. Louis' package car service.

City	Days
Albuquerque, N. M.	5
Asheville, N. C.	4
Atlanta, Ga.	2
Austin, Texas	4
Baltimore, Md.	3
Birmingham, Ala.	2
Billings, Mont.	5
Boston, Mass.	5
Burlington, Iowa	1
Butte, Mont.	6
Cairo, Ill.	1
Chattanooga, Tenn.	2
Cheyenne, Wyo.	5
Chicago, Ill.	1
Cincinnati, Ohio	1
Cleveland, Ohio	2
Columbia, S. C.	4
Council Bluffs, Iowa	2
Dallas, Texas	3
Davenport, Iowa	2
Denver, Colo.	4
Des Moines, Iowa	2
Detroit, Mich.	2
El Paso, Texas	5
Enid, Okla.	3
Frankfort, Ind.	2
Ft. Wayne, Ind.	2
Ft. Worth, Texas	3
Henderson, Ky.	1
Houston, Texas	4
Indianapolis, Ind.	1
Jackson, Miss.	3
Jacksonville, Fla.	4
Jefferson City, Mo.	1
Kansas City, Mo.	1
Kansas City, Kan.	1
Lincoln, Neb.	3
Little Rock, Ark.	2
Los Angeles, Cal.	8
Louisville, Ky.	1
Macon, Ga.	4
Memphis, Tenn.	2
Mobile, Ala.	2
Nashville, Tenn.	2
New Orleans, La.	3
New York City, N. Y.	3
Omaha, Neb.	2
Paragould, Ark.	1
Pensacola, Fla.	3
Philadelphia, Pa.	3
Pine Bluff, Ark.	2
Pittsburgh, Pa.	2
Pocatello, Idaho	6
Portland, Ore.	9
Pueblo, Colo.	3
Richmond, Va.	4
Salt Lake City, Utah	7
San Antonio, Texas	4
San Francisco, Cal.	9
Seattle, Wash.	9
Sioux Falls, S. D.	4
Shreveport, La.	3
St. Paul, Minn.	3
Terre Haute, Ind.	1
Tulsa, Okla.	2
Vicksburg, Miss.	3
Washington, D. C.	3
Wichita, Kan.	3

St. Louis' Package Car Service

St. Louis gives shippers a complete package car service, coupled with a checking system that shows the actual time of arrival at destination. This fast freight service on small orders was originated by St. Louis, and has been developed into the best delivery radiating from any city in the country,

Service is the idea behind the package car. The shipment speeds straight to a scheduled destination. The buyer of commodities in St. Louis can make purchases close to the known needs of his locality, and can always be certain of quick and dependable delivery to meet changing conditions.

More than 1,200 package cars with less-than-car-load lots leave St. Louis every night by through freight, by which these mixed shipments move on almost the same basis as express. Local trains pick up these shipments at distribution points and continue on a connected schedule to the smaller towns.

This service, which is attracting business to St. Louis industries, is the ONLY package car system that shows the exact schedule to all break-bulk points, checks up on the movement of freight, and by monthly reports of the traffic department of the St. Louis Chamber of Commerce shows the actual time of delivery of the merchandise.

This is one of the ways which St. Louis is helping its industries and commercial houses to get and hold business.

Your factory in St. Louis has these advantages.

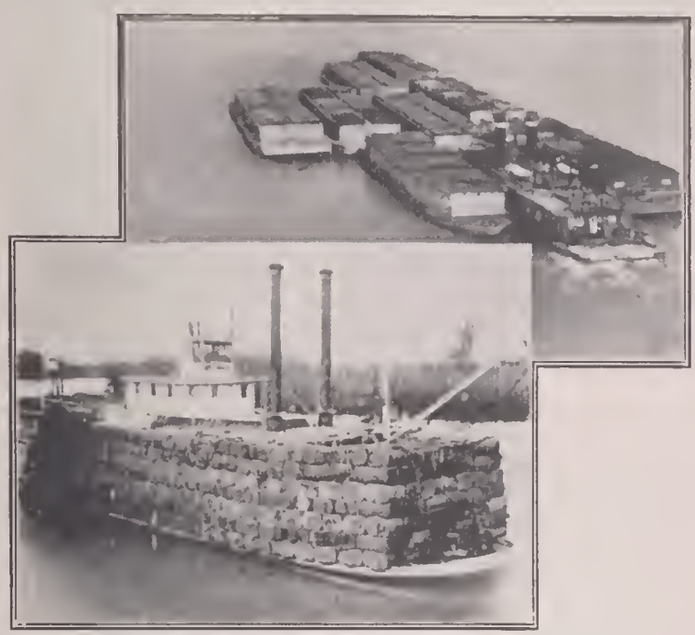
St. Louis Chamber of Commerce

St. Louis, U. S. A.

This quick-delivery system, which is attracting business to St. Louis industries, is one of the ways in which St. Louis is helping its industries and commercial houses to get and hold business. Your factory in St. Louis would have the advantage of this facility.

Waterway Freight

The Government-fostered river service representing an investment to date of about $11,000,000 makes St. Louis virtually a seaport for export shipments by way of New Orleans. Through point rail and water rates put Mississippi Valley points and the fertile trade territory tributary to the river into direct trade communication with St. Louis industries.



RIVER TRAFFIC—NEW AND OLD.

The barge rates are a flat 20 per cent less than railroad rates, with the same bill of lading protection, and the delivery by barge can be made as quickly, in most cases, as by rail.

This saving is a distinct advantage in close competition. It means a profit on goods which otherwise would have to be sold at cost, or at a loss, to hold trade in competition.

The barge line is handling a rapidly increasing tonnage of great variety, and is gaining in popularity with shippers of all classes.

Present equipment can handle 1,000,000 tons of freight annually, equal to 40,000 freight carloads, and at a saving under rail rates of $1 per ton.

Municipal and Government docks and warehouses, costing more than $1,000,000, equipped with wharf sheds and modern mechanical devices for the prompt handling of freight to and from barges and from rail connections, have been built at St. Louis.

Among the shipments to be seen arriving and departing from these wharf facilities are tank plate for oil fields in India and Mexico, sisal from Yucatan, coffee from Brazil, mahogany from Central America, sulphate of ammonia from Japan, agricultural implements, automobiles, wrought iron pipe, structural steel, wire rope, grain, etc.

Dock construction is being continued, and the municipality promises to supply whatever loading and unloading facilities are needed to meet traffic requirements.

Export Trade

St. Louis exporters enjoy geographic proximity and shorter hauls in reaching important export trade.

St. Louis is the nearest dominant North American market to Central America, South America, West Indies and Mexico.

The Mississippi Valley territory produces 50 per cent or more of the nation's export commerce. St. Louis, in the heart of this great inland empire, connects it by strong and numerous rail and river routes with the Gulf, in the direction of empty railroad car movement.

These transportation channels are particularly free from the frequently over-congested terminals and ports immediate to, and at, the North Atlantic Seaboard incident to east and west movement of traffic.

Terminals and Switching

The St. Louis industrial district has the largest joint terminal system in the country. The Terminal Railroad Association operates more than 600 miles of belt lines and switch tracks, which tap all industrial districts throughout the St. Louis and East Side sections, and connect with every railroad entering the city.

The Municipal Belt Line, owned by the city, serves industries in the levee districts, and is used by the Terminal Railroad Association on a rental basis. This city-owned railroad gives direct connection with the municipal dock for the transfer of freight to and from cars and barges by electric cranes and equipment.

Off-track universal freight stations at convenient locations are operated by public transfer companies in conjunction with the railroads, which enables shippers to dump and pick up miscellaneous lots of freight consigned via various railroads, and avoid trucking to and from individual railroad depots. This at no extra charge above St. Louis rates.

This "dump system" service is a convenient and expeditious method of merchandise shipping that is unparalleled in any other large distributing center.

Interurban lines operating more than 500 miles of trolley tracks to Illinois points maintain commodious freight stations and yard facilities in St. Louis. Receiving and delivery stations are within easy access to St. Louis industries and commercial activity.

Interurban freight and express service to cities in Illinois is supplied by the Illinois Traction Company and the East Side interurban systems. Several trolley package trains enter and leave St. Louis every night with average service of about 55 cars.

Fuel and Power

Coal is absolutely controlling in industry, and cannot economically be transported any great distance. Coal is the basic raw material in the St. Louis industrial district. More than one-twentieth of all of the coal mined in the world is mined within a radius of 100 miles of St. Louis.

The coal production in Illinois is about 73,920,000 tons annually. The local consumption is about 12,000,000 tons annually. This margin of surplus is so great as to assure an unlimited coal supply for St. Louis industries, regardless of the extent of the growth.

St. Louis has a plentiful supply of coke for commercial purposes and blast furnace use. The task of carbonizing Illinois coal into by-product coke has been answered by the marvelous Roberts' oven. The almost unlimited supply of coal adjacent to St. Louis now is available not only for coke, but for the gas needed for refining and heat-treating purposes.

Fuel oil is piped from the great mid-continent oil fields. There are several large oil refineries in the St. Louis district, and immense quantities of oil are constantly in storage and available for industrial use.

Cheap rates for electricity for industrial purposes in St. Louis are the result of nearby cheap steam coal, and hydro-electric power transmitted from the Keokuk (Iowa) Dam. A $10,000,000 steam plant of 240,000-kilowatt capacity is now under construction in the St. Louis district, which will provide plentiful power for even greater expansion.

Labor

St. Louis has had less labor troubles than any other large industrial center. The great diversity of manufacture and wide-spread of leading lines act as a constant balance, provide continuous work and stabilize wages, with a minimum of seasonal variation.

The varied industries in St. Louis have trained a large supply of skilled labor, from which a nucleus for new expansion is readily available. The city has a substantial class of workers—male and female.

St. Louis has long been recognized as a principal market for "common labor." It has also a large supply of skilled and specialized mechanics in diversified lines.

The St. Louis district has a female labor supply in industrial production occupations of approximately 53,000. This does not include the available labor of this type in jobbing and distributing lines.

Raw Materials

Any manufacturer whose raw materials are cotton, wool, copper, lead, zinc, limestone, coal, coke, fire clay, sulphur, salt or hardwood will be closer to the sources in St. Louis than in any other fully developed industrial community in the United States.

Raw materials in the Mississippi Valley in dominant quantities are:

Lead	World's largest production
Zinc	World's largest production
Barytes	U. S. A. largest production
Fire Clay	U. S. A. largest production
Kaolin	U. S. A. largest production
Hickory	Largest supply in U. S. A.
Ash	Largest supply in U. S. A.
Oak	Largest supply in U. S. A.
Cypress	Largest supply in U. S. A.
Yellow Pine	Largest supply in U. S. A.
Corn	85 per cent of U. S. A. production
Hogs	81 per cent of U. S. A. production
Wheat	76 per cent of U. S. A. production
Cattle	74 per cent of U. S. A. production
Cotton	70 per cent of U. S. A. production
Petroleum	69 per cent of U. S. A. production
Coal	60 per cent of U. S. A. production
Wool	55 per cent of U. S. A. production
Sheep	52 per cent of U. S. A. production

Instead of shipping these basic materials long distances for manufacture, St. Louis plants reduce them into finished products close to the source.

The Mississippi Valley

The area of the vast territory in the Mississippi Valley is about 1,725,000 miles, or 64 per cent of the total area of the United States. Approximately 70 per cent of the agricultural products (including livestock) come from Mississippi Valley states. About 75 per cent of the country's lumber and forest products, 60 per cent of the minerals and 70 per cent of the petroleum are found in this section.

St. Louis lies closer to the center of agricultural population, closer to the center of cereal production, and closer to cotton production than any other great industrial city. It is the chief lumber market, leading wool and lead market, biggest hardwood market, and largest raw fur market in the United States.

The billions of dollars of business done annually in this great St. Louis trade territory offers you an additional outlet for a Mid-West factory output. The manufacturer of commodities required in the daily needs of 50,000,000 people will find a prolific market in this great Mid-West business tributary to St. Louis.

Farm Production

Well within the zone known as the St. Louis trade territory, there is the following average annual produce yield:

Corn	2,250,000,000 bu.
Butter	960,000,000 lbs.
Eggs	515,000,000 doz.
Oats	897,000,000 bu.
Tobacco	535,565,000 lbs.
Wheat	466,000,000 bu.
Potatoes	107,000,000 bu.
Wool	46,305,000 lbs.
Hay	38,800,000 tons
Rice	14,000,000 bu.
Cotton	7,618,000 bales

(Continued on page 63.)

Where Folks Work Together

When 197,000 persons sat on a hillside in Forest Park back in 1914 and viewed the Pageant and Masque of St. Louis, enacted by 5,000 of their fellow-townsmen, the people of St. Louis learned to do things with unity. Out of this notable spectacle a new vision of the future was unfolded. The new spirit of St. Louis asserted itself.

Nationally, the same unity of action put over the Liberty Loan campaigns and other war activities. St. Louis has put this concerted effort and collective enthusiasm to work for the community's progress.

The St. Louis Municipal Open-Air Theater was among the first of these great civic projects. Then followed the annual season of municipal opera; the St. Louis Fashion Show; the greater St. Louis Zoo; and now a $76,000,000 bond issue campaign for general civic improvements.

The New Spirit

This new spirit directed toward the city's commercial aspects brought forth municipal docks to facilitate water traffic to the ports of the world; a package-car system of fast freight delivery service from St. Louis; and a rearrangement now under way of St. Louis' 26 railroads and terminal facilities, increasing the already distinctive advantages of this big market.

These are some of the ways in which St. Louis is helping its industries and commercial houses to get and hold business. St. Louisans are working together.

St. Louis is a good city to live in, work in and play in.

ST. LOUIS CHAMBER of COMMERCE

St. Louis, U. S. A.

St.Louis—Seaport

St. Louis is America's newest "seaport." Government-operated towboats on the Mississippi River load 10,000 tons—more than 350 carloads or 10 full trains—at the municipal docks in St. Louis and deliver it in New Orleans to one of the trans-Atlantic or trans-Pacific boats, which have a capacity of about 10,000 tons. Thus a towload at St. Louis becomes a shipload at New Orleans.

St. Louis manufacturers ship on one bill of lading to the ports of the world via U. S. river service at 20 per cent under rail rates. They are sending their goods out through the Gulf of Mexico to world markets. Goods loaded into box cars at plants in St. Louis for river shipment are delivered to domestic or foreign ports at water rates.

Municipal docks and warehouses equipped with mammoth cranes, wharf sheds and modern mechanical devices for the quick handling of freight to and from rail connections and these freight-carrying giants of the river make St. Louis the center of the country's inland shipping activities.

The Mississippi Valley produces 50 per cent or more of the nation's export commerce. St. Louis, the dominant center of this vast producing area, connects it by strong rail and river routes to the Gulf, in the direction of empty railroad car movement.

Twenty-six railroads "to everywhere" from St. Louis enable St. Louis shippers to reach two-thirds of the United States with shorter freight hauls than those of any other large industrial center. The transportation channels from St. Louis by rail and river are particularly free from the frequent congestion of rail routes and ports adjacent to the North Atlantic seaboard.

Executives of manufacturing plants in the East must look toward St. Louis for a solution of their distribution problems. A factory in St. Louis would have the advantage of this revival of the Mississippi waterway as a traffic outlet for exports, as well as for domestic shipments to points in the Mississippi Valley. The rail and water distribution facilities offer the shortest haul to markets of the Mid-West, South, Southwest and Far West. *Ship from the Center—not the Rim.*

ST. LOUIS CHAMBER of COMMERCE

St. Louis, U. S. A.

Multiply these yields by the market price of such commodities and you will get a partial idea of the enormous purchasing power in this territory, a source of revenue that has an annual recurrence. No other industrial market in the country can compare with St. Louis' distribution facilities for reaching this prolific buying power.

Largest Markets

St. Louis is the largest market in the world in the following lines: Hardware, boots and shoes, sugar mill machinery, woodenware, steel furnaces, piston rings, barbers' supplies, raw furs, horses and mules, stoves and ranges, hardwood and pine.

It has the largest individual manufacturing plants in the world making the following products: Shoes, drugs, lead, macaroni, brick, street cars, buggies, tobacco, lightning rods, terra cotta, stoves and ranges, ice cream cones.

St. Louis is the largest market in the United States for: Millinery, lumber, wood, hats, coffins, bags, sash and doors, trunks, hides, drugs, chemicals, saddlery and harness, carpets and curtains, open-hearth steel castings.

It has the largest individual manufacturing plant in the United States for the following: Cotton and duck, flue cleaners, crushers and pulverizers, hydrogen peroxide

Population

The boundary limits of the City of St. Louis have not been extended in 44 years. No annexation of territory or population has taken place within that time. A movement is under way to take into the corporate limits of the city the immediate suburbs, which are an integral part of St. Louis.

The official Federal census of 1920 gives St. Louis a population of 772,897 within its artificial geographic limits, an increase of 85,868 in 10 years.

This is divided as follows: Male, 383,438; female, 389,459. The foreign-born population is 103,239.

This does not include the approximately 140,000 residents in St. Louis County who earn their livelihood and have their business interests in St. Louis. It does not include the 200,000 in East St. Louis, Madison, Venice, Granite City and other East Side suburbs within the St. Louis industrial district. By including these immediate suburbs, the population of the St. Louis industrial zone is well over 1,000,000.

Percentage of foreign-born to total population: St. Louis, 13%; Cleveland, 29%; Detroit, 29%; Chicago, 30%; Boston, 32%; New York, 35%.

Industrial Growth

There is a stability in St. Louis' industrial growth. St. Louis has never "boomed." It just grew as the St. Louis trade territory grew. Its development has been steady and sound, and has not been spectacular. It has not been a "boom" town in any of its stages of development.

St. Louis is not a one-industry city. It probably leads all other American cities in the volume of diversified production. St. Louis has a large number of magnificent industries, operating with high efficiency. This diversified efficiency has placed St. Louis in the lead of the markets of the world in several industrial lines.

The new St. Louis spirit is pushing the city forward in industry and commerce. It has brought about a full realization of St. Louis' resources and advantages by St. Louis. The city has grasped the possibilities of development.

The great economic waste of transporting raw materials from the St. Louis region to eastern points for manufacture and reshipping the finished products to the great Mississippi Valley markets has caused progressive heads of industry to make a trade analysis of their business.

The result of these investigations has been that St. Louis stands out as the dominant manufacturing and distributing center from which all markets can be reached on a competitive basis. It cuts off the take-it-there-and-bring-it-back transportation expense.

New Industries

The unquestioned proof of this active movement toward St. Louis is that more than 100 new industries and 15,000,000 square feet of factory space have been built in St. Louis in the last five years. The new industries constructed 7,000,000 square feet of floor space, and the expansion of St. Louis plants caused 8,000,000 feet to be built.

Recently some of the largest industries in the country have awakened to the possibilities of St. Louis as a production and distribution center and are erecting immense plants here.

In one district alone the new industries erected and in process of construction represent an expenditure of more than $20,000,000, the payrolls of which will provide sustenance for a population equal to a city of 70,000 people, giving employment to about 14,000 workers. This is only one section, and represents perhaps only one-half of the new industrial growth of St. Louis.

The General Motors Company with its new $7,000,000 plant, the United Drug Company with a new $3,000,000 factory, the Standard Underground Cable Company with a new $2,000,000 plant, the Atlas Tack Company, and the great Pullman car shops are among the big industries which recently chose St. Louis in preference to other cities.

These new plants were not located in St. Louis by accident. The millions of dollars were spent only after a thorough business-like investigation of dollar-saving and profit-making. Other cities were under consideration; St. Louis was chosen because of its central location and obvious natural advantages, after the points advanced by other municipalities had been given careful study.

Taxes

The tax rate on real estate and personal property in St. Louis is $2.50 per $100 taxable value. This rate is divided as follows: City of St. Louis, $1.49; State tax, 13 cents; school tax, 88 cents.

The stock and equipment of manufacturers and merchants is exempt from the above rate, and instead a merchants and manufacturers, license tax is paid. This rate is $1.25½ per $100 on merchandise and stock on hand, and $1 per $1,000 on sales. This cheaper rate was adopted by the city for the express purpose of encouraging industry in St. Louis.

Water

St. Louis' waterworks system has the largest rapid sand filtration plant in the world. Water is pumped from the Mississippi River above the city, and a clear, pure supply is distributed through the mains to homes and industries. The daily capacity of the plant is 190,000,000 gallons. The average daily use is 102,000,000 gallons. As a result of the passage of the Bond Issue February, 1923, a $12,000,000 waterworks plant will be constructed practically doubling its capacity.

The rate for large industrial users is 6 cents per 100 cubic feet. The water is double filtered, and is exceptionally desirable for all purposes. It shows a low percentage of objectionable elements.

If desired, industries located near the river may, by approval of the city, pump their water supply direct from the river with their own facilities without charge.

Water in the East Side industrial district may be had in practically unlimited quantities by driving wells 60 feet into the gravel strata.

Health—Climate

St. Louis is one of the most healthful cities in the United States. It leads all American cities in its low infant mortality rate, the acid test of healthfulness.

The climate of St. Louis is so favorable that open-air activities can be enjoyed nine months in the year. It admits of open-air work more days per year than any other large industrial city in the country.

Living Conditions and Environment

The living conditions, recreation facilities, schools and hospitality of St. Louis assure a ready response from your workmen if you suggest removing your factory to St. Louis.

Employes of industries, and their children, find here many pleasures and activities maintained by the city and open to their free use. The city encourages recreation and outdoor sports, and has taken the lead among cities in providing them.

St. Louis' public school system is recognized by educators as the most complete in the United States. An extensive system of parochial grade and high schools is maintained by Catholic institutions for Catholic children.

The moral atmosphere in St. Louis is as good as in any metropolis in the country, and better than in most large communities. Its churches of the various denominations and the civic betterment organizations are very active.

St. Louis is a city of homes, home folks and a real community spirit. It is a good city to live in, work in and play in. It is proud of its reputation as a city of homes.

The Coming Steel Center

This is "The Age of Steel." Metallurgical coke and iron are the foundation of manufacturing industry. The new coke plant of the St. Louis Coke and Chemical Company, at Granite City, Ill., opened to operation in March, 1921, and the new $2,000,000 rolling mill of Scullin Steel Company, in St. Louis, typify recent growth of the St. Louis district in coke, iron and steel making.

Coke From Illinois Coal

The old question about carbonizing Illinois coal into by-product coke for blast furnace use has been answered by the marvelous Roberts' oven. The first unit of 80 ovens and a 500-ton blast furnace, in actual operation, making basic and foundry pig iron from coke made from Illinois coal is complete proof.

The coke is of excellent structure and size, and runs less than 12% ash, with a sulphur content of about nine-tenths of one per cent. The distillation of Illinois coal requires only fourteen hours.

The coke analyzes:

Volatile matter	2.00
Fixed carbon	86.40%
Ash	11.60%
Sulphur	.90%
True specific gravity	1.82%
Apparent specific gravity	.82%
Per cent cells	54.94%

The Furnace Yield

Coke from Illinois coal produces lower loss of furnace yield than coke from West Virginia and Kentucky coal, and travels through the furnace making iron in 20% less time, which demonstrates its furnace efficiency. This results from its holding its size through the furnace, more rapid combustion and hotter blast temperature at the tuyeres at top of hearth. St. Louis blast furnaces are being charged with a mixture averaging 60% Lake Superior district ore and 40% Southeast Missouri ore, which, with local limestone, comprises raw materials.

Ore and Steel Rates

All-rail freight rates on Minnesota and Wisconsin ores to St. Louis are as low, and lower than rail-lake-rail rates to Pittsburgh, by recent order of the Interstate Commerce Commission.

A fleet of special-type modern steel towboats and barges, built for the express purpose, will operate between St. Louis and St. Paul, carrying ore south at still lower rates, and Illinois coal back to the Northwest.

St. Louis is a large and dominant steel scrap market; commands on the short haul a large scrap-producing territory throughout the mid-continent oil fields and agricultural belt, and is the principal buyer of the scrap produced by most of her twenty-six railroads.

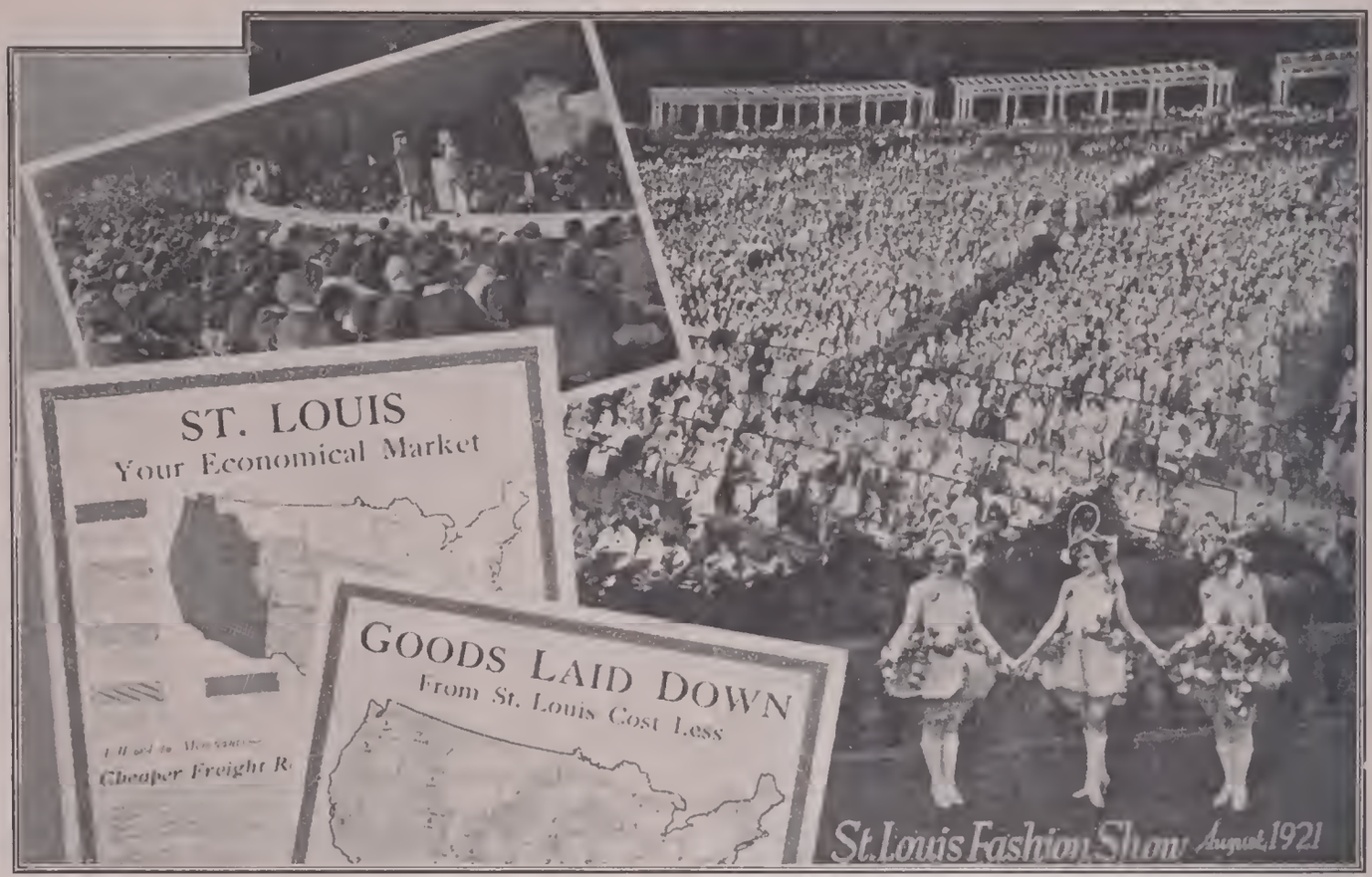
Freight rates on iron and steel articles to territory west of the Mississippi River are less by $9 per net ton from St. Louis than from Pittsburgh, the price basing point.

The Coke Magnet

St. Louis' strategic position for the economical assembling of raw materials in steel making and distribution of products is supreme, and its future growth in this line is assured. Those firms whose business is dependent upon or allied with the making of steel can well afford to consider these facts in deciding upon a location.

Two major industries have been influenced by the success of the new coking process to choose the St. Louis district for plant locations. The American Locomotive Company bought 150 acres of

(Continued on page 65.)



St. Louis—Its Trade Zone

ST. LOUIS is one big city in the United States that is going out into its trade zone to get business for its industries and wholesale houses. When other cities, and business in general, were retrenching and waiting for times to improve, St. Louis appropriated city funds to go out and make business better. It conducted an advertising campaign in its trade zone to bring merchants to St. Louis to buy goods. It is spending $50,000 this year to build business for St. Louis.

Advertisements in 90 newspapers in 14 States last Spring gave definite reasons why it is profitable for merchants to buy their stocks in St. Louis. This was followed for the Fall season by advertisements in 129 newspapers in 19 States. The St. Louis Fashion Show—of international reputation—in the Municipal Open-Air Theater in Forest Park furnishes these buyers with an annual exposition of latest styles. The success of this new spirit of municipal co-operation is shown by these unsolicited comments from newspapers in widely separated cities:

St. Louis is engaged in a novel advertising campaign. It is a campaign to boost the city, with the principal emphasis on its market facilities. Tooting its own horn in this fashion, St. Louis will spend $50,000 this year.
Messenger & Chronicle, Ft. Dodge, Iowa.

Among the go-ahead concerns of the present time must be listed the City of St. Louis. The Chamber of Commerce goes forth in modern merchandising spirit and "sells" St. Louis.
Wichita Eagle, Wichita, Kan.

The merchants of St. Louis are driving after business in a wide area. They have facts and figures, and are certainly live wires. **Marion Daily Chronicle, Marion, Ind.**

In an out-of-the-ordinary advertisement, the St. Louis Chamber of Commerce makes a strong appeal to the merchants of the South to buy in St. Louis. The key of their appeal is that the shorter freight haul aids in reducing selling prices.
Augusta Herald, Augusta, Ga.

The St. Louis Chamber of Commerce has inaugurated a nation-wide campaign that will mean big things for the business interests of St. Louis. It is a campaign to bring the merchant to that city to do his wholesale buying.
Arizona Republican, Phoenix, Ariz.

The St. Louis Chamber of Commerce is managed by men of vision. They believe in newspaper advertising. They know it is the best and cheapest way to stimulate community building.
Tuscaloosa News, Tuscaloosa, Ala.

The appeal of the St. Louis Chamber of Commerce to the reason and business sense of merchants everywhere is bound to bring buyer and seller together on a basis of equity and economy. **Kansas City Kansan, Kansas City, Kan.**

In a big, concerted effort to bring buyer and seller closer together, the St. Louis Chamber of Commerce is putting on a large scale of advertising in newspapers throughout the Southwest trade territory. **Waco Times-Herald, Waco, Texas.**

ST. LOUIS CHAMBER of COMMERCE

St. Louis U.S.A.

ground for a Mid-West railroad locomotive plant. The F. J. Lewis Manufacturing Company, makers of coal tar products, has erected a $400,000 plant to make anthracenes, phenols and various tar oils and tar acids from the coal-tar by-products of the coking operation.

Summary

A summary of the natural advantages of St. Louis shows that it has the central location, transportation facilities, established markets, accessibility to basic materials, and nearness to the great food-producing empire of the Middle West, to make it the dominant production and distribution center of the United States.

In locating an industry in St. Louis, it is not necessary to erect the factory in an undeveloped prairie and wait for the city to grow up before furnishing manufacturing necessities and conveniences. The city has been built. A market has been established. Suitable manufacturing sites are available. Railway belt lines and switch tracks are ready to move your goods. St. Louis is ready for you to build a Mid-West factory here and begin to get the profits on your output.

The business, financial and municipal interests of St. Louis, through the Chamber of Commerce, invite you to make full use of its Industrial Department in making a thorough investigation of the opportunities open to you. Experts in technical, industrial and traffic lines are at your service. They will gladly study your specific requirements and give you trustworthy information as to the advantages of St. Louis for your particular industry.

1920 Industrial Census—St. Louis Metropolitan District

(Latest U. S. Government Figures Available)

	No. of Establishments	Average No. of Wage Earners	Wage Earners' Wages	Rent and Taxes	Cost of Materials	Value of Products	Value Added by Mfg.
St. Louis County	153	6,882	$ 7,330,837	$ 1,025,477	$ 10,590,002	$ 26,688,812	$ 16,098,810
St. Louis City	3,205	107,919	108,557,326	46,680,451	540,826,347	871,700,438	330,874,091
Total	3,358	114,801	$115,888,163	$47,705,928	$551,416,349	$ 898,389,250	$346,972,901
Madison County	238	16,651	$ 21,672,993	$ 9,921,769	$122,039,259	$ 178,994,772	$ 56,955,463
St. Clair County	375	21,459	25,459,959	2,644,061	233,672,041	281,455,508	47,783,467
Total	613	38,110	$ 47,132,952	$12,565,830	$355,711,300	$ 460,450,280	$104,738,930

	No. of Establishments	Average No. of Wage Earners	Wage Earners' Wages	Rent and Taxes	Cost of Materials	Value of Products	Value Added by Mfg.
West Side	3,358	114,801	$115,888,163	$47,705,928	$551,416,349	$ 898,389,250	$346,972,901
East Side	613	38,110	47,132,952	12,565,830	355,711,300	460,450,280	104,738,930
Grand Total	3,971	152,911	$163,021,115	$60,271,758	$907,127,649	$1,358,839,530	$451,711,831

St. Louis Churches

The church records of St. Louis date back to 1766. The Cathedral block on Walnut Street is one of the oldest church sites west of the Mississippi, while the church site in our Illinois suburb of Cahokia is the oldest in the Mississippi Valley. From St. Louis churches, Catholic and Protestant, went out the missionaries who did the pioneer work of religion in the West.

The Old Cathedral occupies the site of the first church built in St. Louis, shortly after the landing of Laclede in 1764. Pope Gregory conferred favors on this old cathedral which no other church in the world has except the Basilicas in Rome.

Christ Church Cathedral, the mother church of the Episcopal Diocese of Missouri, is the first Protestant church founded west of the Mississippi River. Its imported altar is one of the finest in America.

St. Louis churches illustrate the noblest architecture, from classical Greek and pure Gothic to Byzantine, Greco-Roman and the Renaissance styles of Northern Europe. Twentieth Century influences are represented by magnificent structures west of Grand Avenue. North and South St. Louis have churches of noble architecture and historical interest. In addition to modern languages, Latin, Greek, the Syriac of the time of Christ and the Hebrew of the age of the Prophets are heard in services connecting the present with what is most memorable in the past.

A GROUP OF CHURCHES—KINGSHIGHWAY BOULEVARD.

The New Cathedral is the seat of the Catholic Church in St. Louis, and is said to be the largest and most magnificently furnished cathedral in the country. The structure cost $3,250,000, the main altars $100,000, and the organ $50,000.

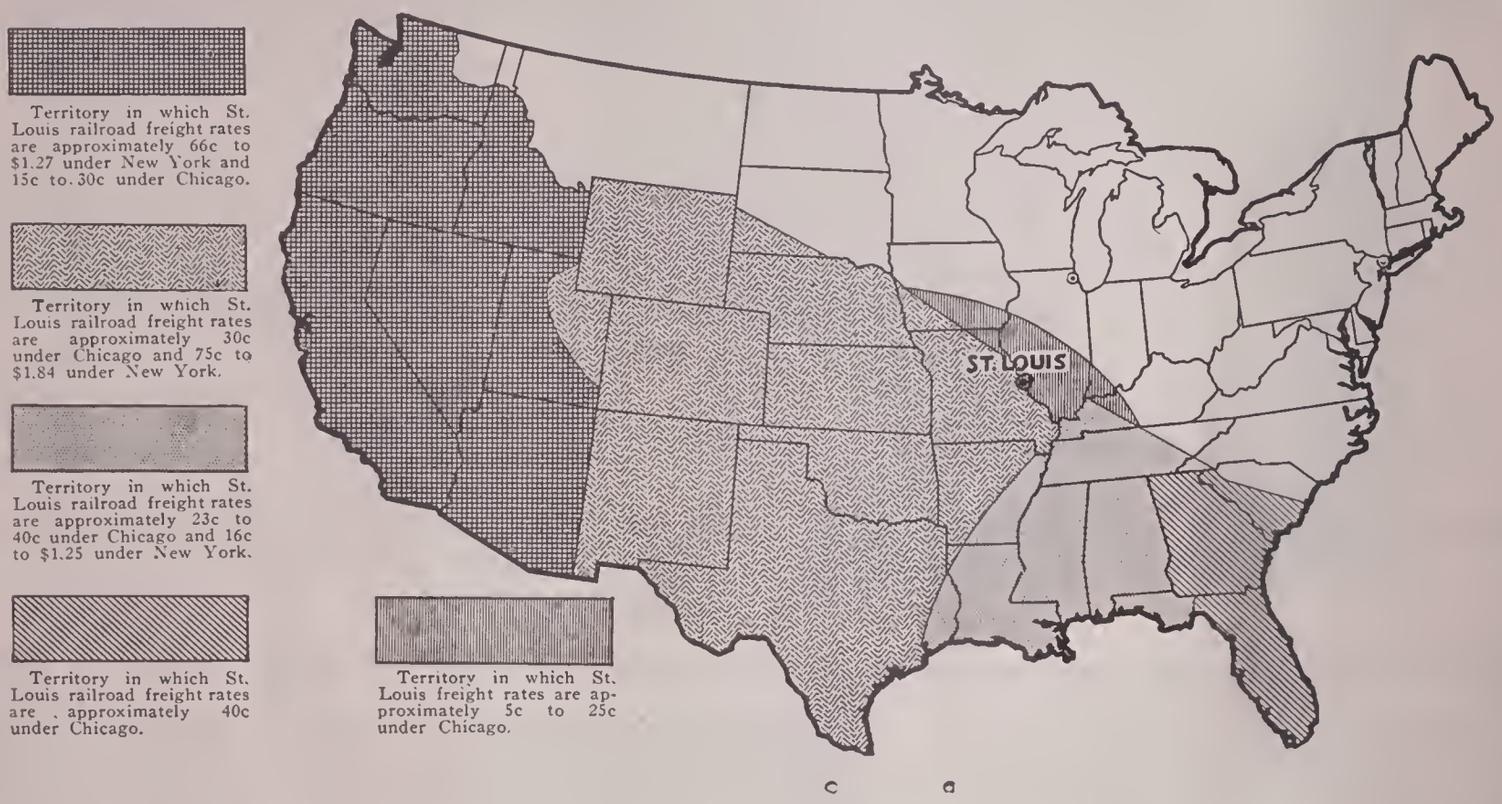
The oldest church, oldest cathedral, first university and first hospitals of the city were founded by Catholics. At the laying of the corner stone of the new cathedral, the parishes represented included twenty-four American, twenty-one German, four Polish, one Slavak, one colored, one Croatian, one Syro-Maronite, three Italian, two Bohemian and one Greek-Ruthenien. This denomination supports the institutions of its church with unstinted liberality.

Today the city shows its religious life in many costly edifices erected by denominations representing many names, countries and creeds, with each doing its own work unhampered, and all ready to join in helpfulness for the city's good. The eloquence of the pulpit, the beauties of instrumental music, the charm of the voices of trained singers, and all that makes religion attractive to the mind, are incidents of liberality which not only gives wealth freely to religion, but gives more, showing the meaning of religion itself in the liberality of mutual helpfulness when volunteer work for the common welfare is to be done above all lines of division.

The moral atmosphere in St. Louis is as good as any metropolis in the country, and better than in most large communities.

ST. LOUIS MARKET SAVES TIME AND MONEY

St. Louis is the center. A Mid-West factory in St. Louis, from where rail and water facilities have a clear sweep to the markets in every direction, gives shortest hauls to two-thirds of the United States at cheaper freight charges than from New York, Chicago, or other large industrial points.



WHERE YOU SAVE MONEY ON FREIGHT CHARGES

The tendency of modern business is to eliminate unnecessary handling of goods. If you are reaching your raw materials and your markets from the edge of things, instead of from the center, **you are doing business at a disadvantage.** The history of successful manufacture and the greatest net earnings throughout the world have shown a movement toward the centers of raw materials, assured fuel resources and nearness to consuming markets.

The far-sighted heads of industry who are looking to the future and are solving the problems of production and distribution NOW will be the successes of the prosperous days ahead.

The map above shows why St. Louis is the center of economical production and distribution. **No other metropolis with equal distribution facilities is so close to basic materials, fuel resources and large consumption of finished products.** St. Louis is the market of the Mississippi Valley, Middle West and Far West—the most rapidly developing territory in the United States.

St. Louis manufacturers reach two-thirds of the country's buying power with a shorter freight haul and better service via 26 railroads and the Mississippi River than those of New York, Chicago and other big industrial points—besides shipping on one bill of lading to the ports of the world via U. S. river service, at 20 per cent under rail rates.

St. Louis Chamber of Commerce

St. Louis, U. S. A.

Ship from the Center—not the Rim

The Center of Population

The Gravity Point of Industry

"The Moving Finger Writes—
and Having Writ, Moves on."
—Omar

You are a manufacturer. You obtain raw materials, and you fabricate them into marketable products, for sale to consumers—somewhere—in the United States. The number of potential customers is based on population. It is *people* you are trying to reach and serve.

The expression "Center of Population" means one thing to a professor of geography, and another thing to a railroad man; but to *you*, the *manufacturer* of goods for national distribution, it means more than to all the others combined!

The Eastern Seaboard was settled first, so the first factories were built there. The country grew; the middle west and then the far west were settled, and are still being settled by a sturdy, producing and buying people.

In 1800 "The Center of Population" was 18 miles west of Baltimore. By 1850 it had reached the Alleghenies. Then the Moving Finger passed the crest, and in 1870 was near Cincinnati. For a half century it has pointed its way westward, across Ohio and Indiana. Today it marks a spot only a short distance east of St. Louis; and in a few more years it will reach "The City Surrounded by the United States." It is moving more slowly now, and scientists tell us that it will never go farther than fifty miles to the west of St. Louis; because it is a *center*—not a *rim*—and the two oceans, the gulf, the desert, and the cold north set their own limitations.

As time passed, eastern factories enlarged to supply increased demands near home and also, with the extension of our railroad systems, to serve an increasingly distant patronage, 100 miles, 500 miles, 2000 miles away.

But, factories sprang up in line with the inexorable progress of that "Center of Population." In order to reach their customers, eastern producers paid more and more, in transportation, and faced a growing western competition while their own advantages were still confined to their original local territory.

Note the wide variety of merchandise commodities that are distributed in carload lots. It would take pages to give a complete list, but a few of these items are:

Agricultural implements, boiler and machinery parts, food preparations, paints, sheet lead, iron and steel castings, forgings, stampings and structural forms, acids and heavy chemicals, generators and electrical parts, oil well supplies, plumbing items and door hangers.

Within ten years the freight rate on hundreds of items, from the North Atlantic seaboard to Mississippi River territory, increased approximately from 35 cents to 55 cents per cwt., while in less than car lots the average rate increased from 59 cents to $1.10. Take your pencil and apply these increases to *your* shipments.

Today there are factories in or near St. Louis that make the same articles that formerly were shipped from the Atlantic Seaboard. Eastern factories cannot always compete with that disadvantage in freight rates. The day is past when a factory can shrug its shoulders at a high rate and say, "Charge it up to the consumer," because things now are figured closely, and every penny is shown in the accounting.

Twenty years ago there were fewer than 500 factories in the St. Louis Industrial District; today there are more than 4000. Those that are here are prospering and expanding, and new industries continually are seeking a location here. WHY?

Because, more and more, factories are depending on volume to distribute their overhead, and assume net earnings. Their distribution must be among a large number of people; but the larger the territory, the longer the haul, and staring them in the face, is that enormous increase in rates in one decade.

They need more customers, *located within an economical radius*, so that the freight will not eat up the profits, and so they can avoid undue costs.

What is the logical answer?

Either re-establish your operations at or near St. Louis, or transfer your western business to a factory branch in St. Louis.

"The shortest distance between two points is a straight line," and the shorter the line, the more quickly and economically you reach its end.

The ideal location for a factory is a point near both raw materials and markets, thus reducing back-hauls to a minimum.

Use the advantages St. Louis offers: Central location; 27 railroads; 1200 package cars daily, to all principal points in the United States, "over night—most anywhere;" and waterway transportation to the Port of New Orleans, at 20% less than all-rail rates.

A single barge-tow often runs as high as 11,000 tons—equalling 500 freight car loads, or 10 trains, each 50 cars long.

St. Louis factories are using this barge service, via New Orleans, with steamship service to Gulf and Pacific Coast points, *at rates either as low or lower than the all-water rates from New York.*

Please do a little investigating for yourself. Write personally to the executive of any St. Louis factory, and ask *him* to tell you what *he* thinks of his experiences here, and *why* he believes that St. Louis is a fine place in which to manufacture for national distribution. Ask him about labor, taxes, transportation, raw materials, water supply, schools, police protection. On request we will send you a printed list of about 5000 manufacturers and jobbers in St. Louis.

And ask *us* any sort of a question you want to. The real thing to consider is what "Center of Population" actually *means* to *your business, now*, and in the future, and whether you can always afford to operate on the *rim* of things instead of from the *center*.

Principal Industries in St. Louis, Kansas City and St. Joseph

With Per Cent of Total for State, per U. S. Census

City and Industry	Amount, 1920	Per cent of total for the state
ST. LOUIS.		
Slaughtering and meat packing	$96,044,220	38.9
Boots and shoes, not including rubber boots and shoes	59,857,853	54.8
Tobacco manufactures	45,947,990	96.2
Foundry and machine-shop products	31,493,878	63.4
Boot and shoe cut stock	28,696,415	100.0
Bags, other than paper, not including bags made in textile mills	27,970,073	73.6
Coffee, roasting and grinding	21,956,572	73.0
Clothing, men's	21,135,292	59.0
Bread and other bakery products	21,047,650	48.0
Liquors, malt	20,591,404	84.5
Clothing, women's	17,415,571	94.5
Printing and publishing, book and job	16,868,498	65.2
Food preparations, not elsewhere specified	15,239,112	64.9
Electrical machinery, apparatus, and supplies	14,847,552	67.5
Furniture	13,958,300	86.4
Printing and publishing, newspapers and periodicals	13,832,301	46.1
Stoves and hot-air furnaces	13,569,872	88.5
Confectionery and ice cream	13,432,819	57.2
Flour-mill and gristmill products	12,928,163	11.4
Patent medicines and compounds	12,575,220	86.2
Chemicals	11,978,475	88.5
Paints	10,864,510	74.8
Shirts	8,686,657	74.2
Automobile bodies and parts	8,326,287	89.4
Brass and bronze products	8,051,089	98.8
Boxes, paper and other, not elsewhere specified	8,010,943	90.4
Wirework, including wire rope and cable, not elsewhere specified	7,438,233	95.5
Lumber, planing-mill products, not including planing mills connected with sawmills	7,434,254	60.4
Brick and tile, terra-cotta, and fire-clay products	5,950,295	51.9
Cars and general shop construction and repairs by steam-railroad companies	5,356,978	16.2
Millinery and lace goods, not elsewhere specified	5,069,774	68.2
Boxes, wooden packing, except cigar boxes	5,002,785	68.4
Cars, steam-railroad, not including operations of railroad companies	*	*
Gas, illuminating and heating	*	*
Iron and steel, steel works and rolling mills	*	*
Jute goods	*	*
Soap	*	*
Stamped ware, not elsewhere specified	*	*

City and Industry	Amount, 1920	Per cent of total for the state
KANSAS CITY.		
Bread and other bakery products	$15,762,836	36.0
Printing and publishing, newspapers and periodicals	10,592,983	35.3
Butter	7,879,726	35.6
Flour-mill and gristmill products	7,611,780	6.7
Printing and publishing, book and job	6,715,257	25.9
Coffee, roasting and grinding	6,393,929	21.3
Clothing, men's	6,048,192	16.8
Food preparations, not elsewhere specified	5,839,526	24.9
Cars and general shop construction and repairs by steam-railroad companies	3,840,304	11.6
Copper, tin, and sheet-iron work	3,226,533	39.6
Lumber, planing-mill products, not including planing mills connected with sawmills	2,653,164	21.5
Confectionery and ice cream	2,197,935	9.4
Automobiles	*	*
Awnings, tents, and sails	*	*
Chewing gum	*	*
Cordials and flavoring sirups	*	*
Liquors, malt	*	*
Millinery and lace goods, not elsewhere specified	*	*
Paints	*	*
Petroleum refining	*	*
ST. JOSEPH.		
Flour-mill and gristmill products	$19,106,839	16.9
Confectionery and ice cream	5,550,754	23.6
Boots and shoes	2,020,617	1.9
Clothing, men's	1,565,460	4.4
Saddlery and harness	1,136,015	12.0
Bread and other bakery products	912,518	2.1
Printing and publishing, newspapers and periodicals	893,733	3.0
Printing and publishing, book and job	761,536	2.9
Butter	*	*
Cars and general shop construction and repairs by steam-railroad companies	*	*
Coffee, roasting and grinding	*	*
Food preparations, not elsewhere specified	*	*
Gas, illuminating and heating	*	*
Liquors, malt	*	*
Shirts	*	*
Stationery goods, not elsewhere specified	*	*

* Figures cannot be shown without disclosing individual operations.

Value of Manufactured Products in Missouri's Four Leading Cities

St. Louis Metropolitan District, 1919	$871,700,000
Kansas City Metropolitan District, 1919	192,815,000
St. Joseph Metropolitan District, 1919	50,687,000
Springfield Metropolitan District, 1919	18,813,000

Of 8,593 manufacturing establishments in Missouri in 1919, 3,205 were in St. Louis, 997 in Kansas City, 219 in St. Joseph, and 139 in Joplin.

St. Louis—Not a One-Industry City

as Can Readily Be Determined by the Following List Showing Industries and Number of Each.

ST. LOUIS—All Industries	3205
Artificial limbs	5
Automobile bodies and parts	45
Automobile repairing	117
Awnings, tents, and sails	12
Bags, other than paper, not including bags made in textile mills	7
Blacking, stains, and dressings	10
Bookbinding and blank-book making	27
Boot and shoe cut stock	7
Boots and shoes, not including rubber boots and shoes	27
Boxes, paper and other, not elsewhere specified	33
Boxes, wooden packing, except cigar boxes	21
Brass and bronze products	16
Bread and other bakery products	458
Brick and tile, terra-cotta, and fire-clay products	14
Brooms	15
Carriages and wagons, including repairs	45
Carriages and wagons	21
Repair work only	24
Cars and general shop construction and repairs by steam railroad companies	11
Chemicals	13
Cleansing and polishing preparations	19
Cleansing preparations	12
Metal polish and all other polishing preparations	7
Clothing, men's	72
Regular factory products	43
Men's, youths', and boys'	29
All other	14
Contract work	29
Men's and youths'	24
All others	5
Clothing, women's	102
Suits, skirts, and cloaks	47
Shirt waists and dresses, except house dresses	24
Undergarments and petticoats	10
Wrappers and house dresses	9
All other	12
Coffee, roasting and grinding	21
Coffins, burial cases, and undertakers' goods	8
Confectionery and ice cream	89
Confectionery	68
Ice cream	21
Cooperage	13
Copper, tin, and sheet iron work	115
Dental goods	5
Druggists' preparations	12
Electrical machinery, apparatus, and supplies	30
Electroplating	12
Engraving and diesinking	5
Engraving, steel and copper plate, including plate printing	8
Envelopes	4
Flour-mill and gristmill products	8
Food preparations, not elsewhere specified	42
Foundry and machine-shop products	146
Boiler shops	9
Foundries	14
Machine shops	118
Machine shop and foundry combined	5
Fur goods	6
Furnishing goods, men's	9
Furniture	59
Wood furniture, other than rattan and willow	36
Metal furniture, and store and office fixtures	23
Grease and tallow, not including lubricating greases	4
Hats and caps, other than felt, straw, and wool	17
House-furnishing goods, not elsewhere specified	6
Ice, manufactured	8
Iron and steel, tempering and welding	9
Jewelry	19
Leather goods, not elsewhere specified	8
Liquors, malt	7
Lithographing	11
Lumber, planing-mill products, not including planing mills connected with sawmills	43
Marble and stone work	35
Mattresses and spring beds, not elsewhere specified	11
Millinery and lace goods, not elsewhere specified	30
Mineral and carbonated waters	39
Minerals and earths, ground or otherwise treated	5
Models and patterns, not including paper patterns	20
Oleomargarine and other butter substitutes	4
Paints	18
Patent medicines and compounds	95
Patent and proprietary medicines	71
Patent and proprietary compounds, not elsewhere specified	24
Paving materials	9
Perfumery and cosmetics	18
Photo-engraving	13
Pickles, preserves, and sauces	7
Printing and publishing, book and job	235
Job printing	212
Book publishing, with and without printing	16
Linotype work and typesetting	7
Printing and publishing, newspapers and periodicals	112
Printing and publishing	13
Printing, publishing, and job printing	23
Publishing without printing	76
Saddlery and harness	18
Sausage, not made in slaughtering and meat-packing establishments	7
Shirts	11
Show cases	5
Signs and advertising novelties	8
Slaughtering and meat packing	38
Stoves and hot-air furnaces	13
Structural ironwork, not made in steel works or rolling mills	23
Surgical appliances	13
Tinware, not elsewhere specified	5
Tobacco manufacturers	168
Tools, not elsewhere specified	13
Trunks and valises	8
Vinegar and cider	4
Window and door screens and weather strips	6
Wirework, including wire rope and cable, not elsewhere specified	10
Wood, turned and carved	5
All other industries*	399

*All other industries embrace—

Aeroplanes, seaplanes, and airships, and parts	1
Aluminum manufacturers	4
Artificial flowers	3
Artificial stone products	4
Artists' materials	1
Asbestos products, not including steam packing	1
Automobiles	7
Babbitt metal and solder	2
Baking powders and yeast	1
Baskets, and rattan and willow ware	1
Bells	2
Belting, leather	7
Billiard tables, bowling alleys, and accessories	2
Bluing	3
Boot and shoe findings	11
Boots and shoes, rubber	1
Boxes, cigar	2
Brushes	8
Butter	5
Buttons	1
Canning and preserving, fruits and vegetables	1
Carpets, rag	4
Carriage and wagon materials	2
Cars and general shop construction and repairs by electric-railroad companies	1
Cars, electric-railroad, not including operations of railroad companies	1
Cars, steam-railroad, not including operations of railroad companies	5
Cash registers and calculating machines	6
Chewing gum	1
Cloth, sponging and refinishing	1
Clothing, men's, buttonholes	2
Coal-tar products	4
Cordage and twine	1
Cordials and flavoring sirups	3
Corsets	1
Cotton goods	1
Cutlery and edge tools	2
Dairymen's, poultrymen's, and apiarists' supplies	2
Dyeing and finishing textiles, exclusive of that done in textile mills	2
Emery and other abrasive wheels	1
Enameling	2
Engines, steam, gas, and water	3
Engravers' materials	2
Engraving, wood	6
Fancy articles, not elsewhere specified	5
Feathers and plumes	2
Felt goods	1
Fire extinguishers, chemical	2
Fireworks	1
Flavoring extracts	11
Furs, dressed	1
Gas and electric fixtures	4
Gas, illuminating and heating	1
Glass	2
Glass, cutting, staining, and ornamenting	15
Glue, not elsewhere specified	2
Hair work	3
Hand stamps	3
Hardware	8
Hat and cap materials	3
Hats, fur-felt	4
Hats, straw	9
Ink, writing	2
Instruments, professional and scientific	6
Iron and steel, blast furnaces	1
Iron and steel, steel works and rolling mills	4
Iron and steel, bolts, nuts, washers, and rivets, not made in rolling mills	1
Iron and steel, doors and shutters	2
Iron and steel forgings, not made in steel works or rolling mills	3
Japanning	2
Jewelry and instrument cases	3
Jute goods	1
Labels and tags	6
Lamps and reflectors	1
Lapidary work	1
Lasts	2
Lead, bar, pipe, and sheet	1
Leather, tanned, curried, and finished	6
Looking-glass and picture frames	6
Lumber and timber products	3
Machine tools	4
Mirrors, framed and unframed, not elsewhere specified	6
Mucilage, paste, and other adhesives, not elsewhere specified	4
Musical instruments and materials, not elsewhere specified	1
Musical instruments, organs	2
Needles, pins, and hooks and eyes	1
Nets and seines	1
Oil, not elsewhere specified	2
Optical goods	4
Paper goods, not elsewhere specified	2
Peanuts, grading, roasting, cleaning, and shelling	2
Pencils, lead	1
Phonographs and graphophones	1
Photographic apparatus	4
Photographic materials	3
Plumbers' supplies, not elsewhere specified	2
Pocketbooks	1
Pottery	1
Printing and publishing, music	5
Printing materials	2
Pumps, not including power pumps	3
Pumps, steam and other power	3
Refrigerators	5
Regalia, and society badges and emblems	4
Roofing materials	2
Rubber tires, tubes, and rubber goods, not elsewhere specified	5
Saws	1
Scales and balances	4
Screws, machine	1
Sewing machines and attachments	2
Shipbuilding, steel	1
Shipbuilding, wooden, including boat building	2
Soap	6
Soda-water apparatus	1
Sporting and athletic goods	2
Springs, steel, car and carriage, not made in steel work or rolling mills	2
Stamped ware, not elsewhere specified	5
Stationery goods, not elsewhere specified	2
Statuary and art goods	7
Steam fittings and steam and hot-water heating apparatus	5
Stencils and brands	1
Stereotyping and electrotyping	3
Stoves, gas and oil	4
Suspenders, garters, and elastic woven goods	1
Theatrical scenery	1
Tinfoil and other foils, not elsewhere specified	1
Toys and games	5
Type founding	1
Umbrellas and canes	3
Varnishes	5
Vault lights and ventilators	1
Wall plaster and composition flooring	1
Washing machines and clothes wringers	2
Waste	1
Whips	1
Window shades and fixtures	3
Wooden goods, not elsewhere specified	4

[1] Includes water wheels and turbines (irrespective of ownership of water supply), and water motors (operated by water from city mains).

[2] Chiefly electric motors operated by rented (or purchased) current; other power included (chiefly shaft-belt or transmitted power from neighboring power plants).

Cost of Living Lower in St. Louis than in Any Other Metropolitan City in the United States

as Evidenced by Report of U. S. Dept. of Labor, as of December 15, 1922

The following 44 staple articles of food were compared as to price in the following named cities, with the result that in every instance the total cost of the articles named was higher than in St. Louis, with the percentage of cost above St. Louis' figures as indicated:

Sirloin Steak	Flour
Round Steak	Corn Meal
Rib Roast	Rolled Oats
Chuck Roast	Corn Flakes
Plate Beef	Cream of Wheat
Pork Chops	Macaroni
Bacon	Rice
Ham	Beans, navy
Lamb, leg of	Potatoes
Hens	Onions
Salmon, canned, red	Cabbage
Milk, fresh	Beans, baked
Milk, evaporated	Corn, canned
Butter	Peas, canned
Oleomargarine	Tomatoes, canned
Nut Margarine	Sugar, granulated
Cheese	Tea
Lard	Coffee
Crisco	Prunes
Eggs, strictly fresh	Raisins
Eggs, storage	Bananas
Bread	Oranges

Percentage of the Cost of Living in the following cities above the Cost of Living in St. Louis:

Atlanta	5.0%	Kansas City, Mo.	2.2%
Baltimore	1.1%	Los Angeles	7.9%
Boston	18.8%	New Orleans	1.0%
Buffalo	3.9%	New York	8.8%
Chicago	4.4%	Philadelphia	6.6%
Cleveland	6.3%	Pittsburgh	10.7%
Dallas	12.9%	Portland, Ore.	1.9%
Denver	0.7%	Seattle	3.6%
Detroit	4.2%	U. S. Average	5.9%

This same range of percentages holds for clothing and general household necessities.

The same average of saving in living costs in St. Louis as compared with these cities is static for the entire year of 1922.

Cheap Coal Makes for Low Electric Rates in St. Louis

St. Louis and Cleveland lead the fifteen largest cities of the United States in low electric rates for residences, according to announcements of the Union Electric Light & Power Company. After these cities, the rank, according to the rates charged are as follows: Detroit, Buffalo, Chicago, Milwaukee, Los Angeles, Philadelphia, Pittsburgh, New York, Cincinnati, Baltimore, San Francisco, Newark and Boston.

The low rates in St. Louis are made possible by the advantages of cheap coal and Keokuk power, among other things, the company states.

Bank Clearings

Bank Clearings between cities do not reflect the amount of industrial activity, as the following example will show. Suppose an Emporia, Kan., stock grower sells $10,000 in cattle to a business man in Wichita; the common method is to draw a draft against the purchaser. The Emporia stock grower draws a draft on the Wichita buyer in the amount of $10,000 and deposits this with his bank for credit. His bank having no direct connection with the Wichita bank in which the buyer has his account, passes the draft on to its Kansas City correspondent bank where the draft is credited through the clearing house, and finally the account is recognized by the Wichita bank, which also has a representative in the Kansas City Clearing House. Now, no transaction occurred in Kansas City, nothing was bought there, no money was taken out of Kansas City, yet, because the clearing house was located in Kansas City the bank clearings of Kansas City swelled. However, if only deposits to individual accounts were to be shown, the true conditions would be reflected and Kansas City would not have credit for transactions which never occurred in Kansas City or which would not even affect Kansas City. Bank clearings are both unreliable and reflect untrue conditions, and therefore a statement of comparative bank clearings between cities is misleading and is no index to industrial activity. This is evidenced by the fact that the Federal Reserve Board no longer regards bank clearings as authentic, but uses deposits to individual accounts as the proper index. When this basis is used figures of the Federal Reserve Board prove beyond a doubt that industrial activity in St. Louis is over twice as great as in Kansas City.

Statement of St. Louis Clearing House Banks, as of December 29, 1922

(Figures of banks in St. Louis not directly or indirectly connected with St. Louis Clearing House Assn., are not included herein.)

Resources.

Loans and Discounts	$332,515,586.63
Bonds, Stock and Premiums	134,231,424.82
Real Estate and Fixtures	12,472,840.66
Cash and Exchange	117,232,657.96
	$596,452,510.07

Liabilities.

Capital	$ 44,675,000.00
Surplus and Undivided Profits	34,881,098.02
Reserves for Taxes, etc.	2,977,676.08
Circulation	9,620,495.00
Deposits	486,338,797.84
Bond Account	5,847,300.00
Acceptances and Letters of Credit	1,643,118.54
Bills Payable and Rediscounts	10,469,024.59
	$596,452,510.07

Total Clearings 1922: $6,718,209,800.00.

Total debits to individual accounts: $6.927,248,875.00.

Total check transactions: $13,645,458,675.00.

788 DISTANT CITIES

How to reach them from St. Louis

KEY TO RAILROADS

1. Baltimore & Ohio (B&O)
2. Chicago & Alton (C&A)
3. Chicago, Burlington & Quincy (Burlington Route)
4. Chicago & Eastern Illinois (C&EI)
5. Chicago, Peoria & St. Louis
6. Chicago, Rock Island & Pacific (Rock Island)
7. Cleveland, Cincinnati, Chicago & St. Louis (Big Four)
8. Illinois Central (IC)
9. Illinois Traction System (McKinley System)
10. Louisville & Nashville (L&N)
11. Missouri, Kansas & Texas (MK&T)
12. Missouri Pacific (MoPac)
13. Mobile & Ohio (M&O)
14. Pennsylvania System
15. St. Louis-San Francisco (Frisco)
16. St. Louis Southwestern (Cotton Belt)
17. Southern
18. Toledo, St. Louis & Western (Clover Leaf)
19. Wabash
20. Alton & Southern
21. Troy & Eastern
22. St. Louis & O'Fallon
23. Litchfield & Madison
24. Louisville & Henderson
25. East St. Louis & Suburban
26. Mississippi River & Bonne Terre.
27. Terminal Railroad Association
28. Manufacturers' Railway

Population, 1920	City and State.	Railroad.
14,537	Aberdeen, S D	3, 19
15,337	Aberdeen, Wash	3, 19
10,274	Abilene, Tex	11, 15, 16
12,967	Adams, Mass	1, 7, 14
11,878	Adrlan, Mich	2, 4, 8, 18, 19
208,435	Akron, O	14
28,806	Alameda, Cal	3, 6, 11, 15
11,555	Albany, Ga	17, 8, 10, 13
113,344	Albany, N. Y	7, 19
15,157	Albuquerque, N. M	2, 3, 6
17,510	Alexandrla, La	12
18,060	Alexandria, Va	1, 17
73,502	Allentown, Pa	1, 14
21,603	Alliance, O	14
11,101	Alpena, Mich	2, 8, 18, 19
24,682	Alton, Ill	2, 5
60,331	Altoona, Pa	14
15,494	Amarillo, Tex	6, 11, 15, 16
12,730	Ambridge, Pa	14
33,524	Amsterdam, N. Y	1, 7
10,036	Amesbury, Mass	1, 7
11,668	Anaconda, Mont	3
29,767	Anderson, Ind	7, 14
10,570	Anderson, S. C	1, 7, 10
11,214	Annapolis, Md	7, 14
19,516	Ann Arbor, Mich	2, 4, 8, 18, 19
17,734	Anniston, Ala	10, 13, 15, 17
17,643	Ansonia, Conn	7, 14
19,561	Appleton, Wis	2, 4, 8, 19
14,181	Ardmore, Okla	11, 15
11,253	Arkansas City, Kans	15
18,768	Arlington, Mass	7, 14
12,400	Asbury Park, N. J	1, 7, 14
28,504	Asheville, N. C	17
14,729	Ashland, Ky	1, 17
11,334	Ashland, Wis	2, 4, 19, 8
22,082	Ashtabula, O	7, 14
14,027	Astoria, Ore	3, 19
12,630	Atchison, Kans	2, 3, 19, 12
16,748	Athens, Ga	13, 17
200,616	Atlanta, Ga	10, 13, 17
50,707	Atlantic City, N. J	1, 7, 14
19,731	Attleboro, Mass	1, 7, 14
16,985	Auburn, Mo	1, 7, 14, 19
36,192	Auburn, N. Y	1, 7, 19
52,548	Augusta, Ga	10, 13, 17
14,114	Augusta, Me	1, 7, 19, 14
36,397	Aurora, Ill	2, 8
10,118	Austin, Mlnn	3, 4, 19
34,876	Austin, Tex	11, 15, 16
18,638	Bakersfield, Cal	6, 15, 19
733,826	Baltimore, Md	1, 7, 14
25,978	Bangor, Me	7, 14, 19
18,811	Barberton, O	7, 14
10,008	Barre, Vt	7, 14
14,417	Bartlesville, Okla	15
13,541	Batavia, N. Y	7, 19
14,731	Bath, Me	1, 7, 19
21,782	Baton Rouge, La	8, 12
36,164	Battle Creek, Mich	2, 4, 8, 18, 19
47,554	Bay City, Mich	2, 4, 8, 18, 19
76,754	Bayonne, N. J	1, 7, 14
10,996	Beacon, N. Y	1, 7, 19
40,422	Beaumont, Tex	16, 12, 8
12,802	Beaver Falls, Pa	14
15,061	Bellaire, O	1, 14
24,823	Belleville, Ill	8, 10, 17
15,660	Belleville, N. J	1
25,585	Bellingham, Wash	3, 19
10,749	Belmont, Mass	1, 7, 14
21,284	Beloit, Wls	2, 4, 8
12,233	Benton Harbor, Mich	2, 4, 8, 19
56,036	Berkeley, Cal	3, 6, 11, 15
16,104	Berlin, N. H	1, 7, 14
12,181	Berwick, Pa	14
14,150	Berwyn, Ill	3
18,674	Bessemer, Ala	8, 10, 13, 17
50,358	Bethlehem, Pa	1, 7, 14
22,561	Beverly, Mass	1, 7, 14
18,008	Biddeford, Me	1, 7, 14
15,100	Billings, Mont	3
10,937	Biloxi, Miss	8, 10
66,800	Binghamton, N. Y	7
178,806	Birmingham, Ala	8, 10, 13, 15, 17
22,019	Bloomfield, N. J	7, 14
28,725	Bloomington, Ill	2, 8, 9
11,596	Bloomington, Ind	14
15,282	Bluefield, W. Va	1, 14
11,424	Blue Island, Ill	2, 8, 19
21,393	Bolse, Idaho	2, 3, 6
12,451	Boone, Ia	19
748,060	Boston, Mass	1, 7, 14
11,006	Boulder, Colo	2, 3, 6, 15
20,879	Braddock, Pa	1, 14
15,525	Bradford, Pa	1, 14
10,580	Braintree, Mass	1, 7, 14
143,555	Bridgeport, Conn	1, 7, 14
14,323	Bridgeton, N. J	1, 7, 14
20,620	Bristol, Conn	1, 14
10,273	Bristol, Pa	1, 14
11,375	Bristol, R. I	7, 14
66,254	Brockton, Mass	1, 7, 14
37,748	Brookline, Mass	1, 7
11,791	Brownsville, Tex	6, 11, 15, 16, 8
14,413	Brunswick, Ga	10, 15, 17
10,425	Bucyrus, O	1, 7, 14, 18
506,775	Buffalo, N. Y	2, 7, 19
24,057	Burlington, Ia	3
22,779	Burlington, Vt	7
23,778	Butler, Pa	1, 14
41,611	Butte, Mont	2, 3, 6
15,203	Cairo, Ill	8, 13
109,694	Cambridge, Mass	7, 14
13,104	Cambridge, O	1, 14
116,309	Camden, N. J	1, 7, 14
10,632	Canonsburg, Pa	14
10,928	Canton, Ill	3, 9
87,091	Canton, O	14
10,252	Cape Girardeau, Mo	15
18,640	Carbondale, Pa	14
10,916	Carlisle, Pa	1, 14
11,516	Carnegie, Pa	14
10,504	Garrick, Pa	14
10,068	Carthage, Mo	15, 12
11,447	Casper, Wyo	3
45,566	Cedar Rapids, Ia	3
24,174	Central Falls, R. I	1, 14
12,491	Centralia, Ill	1, 17
13,171	Chambersburg, Pa	14
15,873	Champaign, Ill	2, 4, 8, 9, 19
10,286	Chanute, Kans	2, 11, 15
11,516	Charleroi, Pa	14
67,957	Charleston, S. C	1, 10
39,608	Charleston, W. Va	1, 14, 17
10,688	Charlottesville, Va	1, 17
46,338	Charlotte, N. C	1, 10
57,895	Chattanooga, Tenn	1, 10. 13, 17
43,184	Chelsea, Mass	1, 7, 14
11,015	Cheltenham, Pa	14
58,030	Chester, Pa	14
13,829	Cheyenne, Wyo	3, 6
2,701,705	Chicago, Ill	2, 4, 8, 19
19,653	Chicago Heights, Ill	4, 8
10,179	Chickasha, Okla	6, 11, 15
36,214	Chicopee, Mass	1, 7, 14
15,831	Chillicothe, O	1
27,869	Clarksburg, W. Va	1
12,820	Clebourne, Tex	6, 11, 15, 16
796,841	Cleveland, O	2, 7, 18, 19
44,995	Cicero, Ill	2, 8
401,247	Cincinnati, O	1, 7, 14
26,470	Clifton, N. J	1, 14
10,962	Clinton, Ind	18
24,151	Clnton, Ia	3
12,779	Clinton, Mass	1, 7, 14
14,515	Coatesville, Pa	14
13,452	Coffeyville, Kans	3, 11, 12, 19
22,987	Cohoes, N. Y	7
30,105	Colorado Springs, Colo	3, 6, 12, 19
10,392	Columbia, Mo	11, 19
10,836	Columbia, Pa	14
37,524	Columbia, S. C	1, 10, 17
31,125	Columbus, Ga	10, 17
10,501	Columbus, Miss	13
237,031	Columbus, O	1, 14
22,167	Concord, N. H	1, 7, 14
13,804	Connellsville, Pa	1, 14
15,820	Corning, N. Y	7
10,522	Corpus Christi, Tex	8, 11, 15, 16
11,356	Corscicana, Tex	11, 15, 16
13,294	Cortland, N. Y	7
10,847	Coshocton, O	14
36,162	Council Bluffs, Ia	3
57,121	Covington, Ky	1, 7
29,407	Cranston, R. I	14
10,139	Crawfordsville, Ind	14
.....	Culver, Ind	14
29,837	Cumberland, Md	1, 14
10,077	Cumberland, R. I	14
10,200	Cuyahoga Falls, O	7, 14
158,976	Dallas, Tex	6, 11, 12, 15, 16
18,943	Danbury, Conn	1, 7, 14
11,108	Danvers, Mass	1, 7
33,776	Danville, Ill	4, 9, 19
21,539	Danville, Va	1, 17
56,727	Davenport, Ia	3
152,559	Dayton, O	1, 7, 14
43,818	Decatur, Ill	9, 19
10,792	Dedham, Mass	1, 7
10,589	Del Rio, Tex	11, 15, 16
17,065	Denison, Tex	11, 15, 16
256,491	Denver, Colo	3, 6, 12, 19
11,238	Derby, Conn	1, 7, 14
126,468	Des Moines, Ia	3
993,678	Detroit, Mich	18, 19
14,131	Donora, Pa	14
10,034	Dothan, Ala	10, 13
13,029	Dover, N. H	1, 7, 14
13,681	Dubois, Pa	14
39,141	Dubuque, Ia	3
98,917	Duluth, Minn	2, 3, 8
19,336	Dunkirk, N Y	7
20,250	Dunmore, Pa	14
19,011	Duquesne, Pa	1, 14
21,719	Durham, N. C	10, 17
35,967	East Chicago, Ind	2, 4, 8, 19
27,292	East Cleveland, O	14, 18
11,261	Easthampton, Mass	1, 7, 14
11,648	East Hartford, Conn	1, 7, 14
21,411	East Liverpool, O	14, 18
33,813	Easton, Pa	1, 14
50,710	East Orange, N. J	1, 14
21,793	East Providence, R. I	14
66,767	East St. Louis, Ill	Bridge cars
11,237	East Youngstown, O	7, 14
20,906	Eau Claire, Wis	2, 4
10,995	Eldorado, Kans	12
27,454	Elgin, Ill	2, 8, 19
95,783	Elizabeth, N. J	1, 14
24,277	Elkhart, Ind	7, 8
45,393	Elmira, N. Y	1, 7, 14
77,560	El Paso, Tex	6, 11, 15, 16
10,790	Elwood, Ind	14
20,474	Elyrla, O	14
11,273	Emporia, Kans	2, 3, 6, 11, 12, 19
11,719	Enfield, Conn	7, 14
11,627	Englewood, N. J	1, 7, 14
16,576	Enid, Okla	11, 15
93,372	Erie, Pa	19
13,103	Escanaba, Mich	2, 4. 8, 19
10,593	Eugene, Ore	3, 19
12,923	Eureka, Cal	6, 15
37,234	Evanston, Ill	2, 8, 19
85,264	Evansville, Ind	1, 10
40,120	Everett, Mass	1, 7
27,644	Everett, Wash	3, 19
11,475	Falrfield, Conn	1, 7, 14
17,851	Falrmont, W. Va	1
120,485	Fall River, Mass	1, 7, 14
21,961	Fargo, N. D	3
11,089	Faribault, Minn	2, 3, 19
15,586	Farrell, Pa	14
17,021	Findlay, O	1, 7, 18
41,029	Fitchburg, Mass	1, 7, 14
91,599	Flint, Mich	2, 4, 8, 19
10,529	Florence, Ala	8, 10, 13, 17
10,968	Florence, S. C	10
23,427	Fond du Lac, Wls	2, 4, 8, 19
10,768	Forest Park, Ill	2, 8
19,347	Fort Dodge, Ia	3, 19

Population, 1920	City and State.	Railroad.
12,066	Fort Madison, Ia.	3
10,693	Fort Scott, Kans.	3, 11, 15, 12, 19
28,870	Fort Smith, Ark.	15, 12
86,549	Fort Wayne, Ind.	2, 8, 19
106,482	Fort Worth, Tex.	6, 11, 15, 16, 12
17,033	Framingham, Mass.	1, 7, 14
11,585	Frankfort, Ind.	7, 14, 18, 19
11,066	Frederick, Md.	1, 14
19,669	Freeport, Ill.	2, 8
12,468	Fremont, O.	7, 14
45,086	Fresno, Cal.	6, 15, 16, 19
13,043	Fulton, N. Y.	7
14,737	Gadsden, Ala.	10. 13, 17
23,834	Galesburg, Ill.	3, 9
44,255	Galveston, Tex.	8, 11, 12, 15, 16
16,971	Gardner, Mass.	1, 7, 14
19,381	Garfield, N. J.	1, 7, 14
55,378	Gary, Ind.	2, 8, 19
12,971	Gastonia, N. C.	1, 17
14,648	Geneva, N. Y.	7
13,536	Glendale, Cal.	2, 3, 6, 15
16,638	Glens Falls, N. Y.	7
22,947	Gloucester, Mass.	1, 7, 14
12,162	Gloucester, N. J.	1, 7
22,075	Gloversville, N. Y.	7, 14
11,296	Goldsboro, N. C.	10, 17
14,010	Grand Forks, N. D.	3
13,947	Grand Island, Neb.	3
137,634	Grand Rapids, Mich.	2, 4, 8, 19
14,757	Granite City, Ill.	9
10,311	Greater Punxsutawney, Pa.	14
24,212	Great Falls, Mont.	3
10,958	Greeley, Colo.	3, 6, 12,19
31,017	Green Bay, Wis.	2, 4, 8, 19
15,462	Greenfield, Mass.	1, 7, 14
19,861	Greensboro, N. C.	10, 14
15,033	Greensburg, Pa.	14
11,560	Greenville, Miss.	13, 8
23,127	Greenville, S. C.	10, 17
12,384	Greenville, Tex.	11, 15, 16
11,757	Guthrie, Okla.	11
17,667	Hackensack, N. J.	1, 7, 14
28,064	Hagerstown, Md.	1, 14
39,675	Hamilton, O.	1, 7, 14
36,004	Hammond, Ind.	2, 8, 19
48,615	Hamtramck, Mich.	4, 8
19,306	Hannibal, Mo.	3
75,917	Harrisburg, Pa.	1, 14
15,721	Harrison, N. J.	1, 14
138,036	Hartford, Conn.	1, 7, 14
11,647	Hastings, Neb.	3, 12
13,270	Hattiesburg, Miss.	8
53,884	Haverhill, Mass.	7, 14
32,277	Hazelton, Pa.	14
12,037	Helena, Mont.	3
12,169	Henderson, Ky.	8, 10
10,453	Herkimer, N. Y.	7
10,986	Herrin, Ill.	1, 17, 8, 12
15,089	Hibbing, Minn.	3, 19
46,499	Highland Park, Mich.	18, 19
14,302	High Polnt, N. C.	17
68,166	Hoboken, N. J.	1, 7, 14
12,183	Holland, Mich.	2, 4. 8. 19
60,203	Holyoke, Mass.	1, 7, 14
20,452	Homestead, Pa.	14
10,058	Hoquiam, Wash.	3, 19
15,025	Hornell, N. Y.	7
11,695	Hot Springs, Ark.	12
138,276	Houston, Tex.	11, 12, 15, 16
11,745	Hudson, N. Y.	1, 7
14,000	Huntington, Ind.	19
50,177	Huntington, W. Va.	1
23,298	Hutchinson, Kans.	2, 3, 12, 15, 19
10,169	Ilion, N. Y.	7
11,920	Independence, Kans.	2, 3, 11, 12, 15, 19
11,686	Independence, Mo.	2, 12
314,194	Indianapolis, Ind.	7, 14
11,267	Iowa City, Ia.	3
14,007	Ironton, O.	1
15,739	Ironwood, Mich.	2, 4, 8, 19
25,480	Irvington, N. J.	14
10,500	Ishpeming, Mich.	2, 4, 8, 19
17,004	Ithaca, N. Y.	7
48,374	Jackson, Mich.	2, 4, 8, 19
22,817	Jackson, Miss.	8
18,860	Jackson, Tenn.	13
91,558	Jacksonville, Fla.	10, 13, 17
15,713	Jacksonville, Ill.	2, 5, 9
38,917	Jamestown, N. Y.	1, 7
18,293	Janesville, Wis.	2, 8, 19
10,627	Jeannette, Pa.	14
14,490	Jefferson City, Mo.	12
10,098	Jeffersonville, Ind.	7, 18
298,103	Jersey City, N. J.	1, 14
12,442	Johnson City, Tenn.	13, 17
10,908	Johnstown, N. Y.	7
67,327	Johnstown, Pa.	1, 14
38,442	Jollet, Ill.	2
29,902	Joplin, Mo.	15, 12
16,753	Kankakee, Ill.	8
48,487	Kalamazoo, Mich.	2, 4, 8, 19
101,177	Kansas City, Kans.	2, 3, 6, 12, 19
324,410	Kansas City, Mo.	3, 6, 12, 19
26,724	Kearny, N. J.	1, 14
11,210	Keene, N. H.	1, 7, 14
12,683	Kenmore, O.	7
40,472	Kenosha, Wis.	2, 4. 8, 19
14,423	Keokuk, Ia.	3
16,026	Kewanee, Ill.	3
18,749	Key West, Fla.	13, 17
26,688	Kingston, N. Y.	1, 7
77,818	Knoxville, Tenn.	1, 13, 17
30,067	Kokomo, Ind.	7, 14, 18
17,918	Lackawanna, N. Y.	7
10,897	Laconia, N. H.	7, 14
30,421	La Crosse, Wis.	2, 4, 8, 19
22,486	Lafayette, Ind.	19
17,038	La Grange, Ga.	10, 17
13,088	Lake Charles, La.	8, 12
41,732	Lakewood, O.	18
14,706	Lancaster, O.	14, 18
63,150	Lancaster, Pa.	14
57,327	Lansing, Mich.	2, 4, 8, 19
15,158	Laporte, Ind.	2, 4. 8, 19
22,710	Laredo, Tex.	11, 15, 16
13,050	La Salle, Ill.	2, 8, 9
13,037	Laurel, Miss.	8, 13, 15
12,456	Lawrence, Kans.	2, 3, 12, 19
94,270	Lawrence, Mass.	1, 7, 19
16,912	Leavenworth, Kans.	2, 3, 12, 19
24,643	Lebanon, Pa.	1, 14
19,745	Leominster, Mass.	7
31,791	Lewiston, Me.	1, 7, 14
41,534	Lexington, Ky.	1, 7, 10, 17
41,326	Lima, O.	1, 7, 14, 19
11,882	Lincoln, Ill.	2, 8, 9
54,948	Lincoln, Neb.	3, 12, 19
13,029	Little Falls, N. Y.	7
65,142	Little Rock, Ark.	12
21,308	Lockport, N. Y.	7, 19
21,626	Logansport, Ind.	14, 19
55,593	Long Beach, Cal.	6, 11, 15, 19
13,521	Long Branch, N. J.	1, 7, 14
37,295	Lorain, O.	18, 19
576,673	Los Angeles, Cal.	6, 11, 15, 19
234,891	Louisville, Ky.	1, 10, 17
112,759	Lowell, Mass.	7, 14
30,070	Lynchburg, Va.	1, 14, 17
99,148	Lynn, Mass.	7, 14
52,995	Macon, Ga.	10, 13, 17
38,378	Madison, Wis.	2, 4, 8, 19
15,599	Mahanoy City, Pa.	14
49,103	Malden, Mass.	7, 14
18,370	Manchester, Conn.	1, 14
78,384	Manchester, N. H.	1, 7, 14
17,563	Manitowoc, Wis.	2, 4. 8, 19
12,469	Mankato, Minn.	19
27,824	Mansfield, O.	1, 14
15,140	Marietta, O.	1, 14
13,610	Marinette, Wis.	2, 4, 8, 19
23,747	Marion, Ind.	14, 19
27,891	Marion, O.	14, 18
15,028	Marlboro, Mass.	1, 7, 14
12,718	Marquette, Mich.	2, 4, 8, 19
14,271	Marshall, Tex.	11, 12, 16
15,731	Marshalltown, Ia.	3, 19
12,515	Martinsburg, W. Va.	1
20,065	Mason City, Ia.	3, 19
17,428	Massillon, O.	14, 18
11,634	Matin's Ferry	1, 14
13,552	Matoon, Ill.	7
12,072	Maywood, Ill.	2, 8, 19
12,095	McAlester, Okla.	11, 15
46,781	McKeesport, Pa.	1, 14
16,713	McKees Rocks, Pa.	1, 14
39,038	Medford, Mass.	1, 7, 14
18,204	Melrose, Mass.	1, 7, 14
162,351	Memphis, Tenn.	8, 12
29,867	Meriden, Conn.	1, 14
23,399	Meridian, Miss.	13, 8
15,189	Methuen, Mass.	1, 7, 14
29,571	Miami, Fla.	10, 13, 17
19,457	Michlgan City, Ind.	2, 8, 19
13,638	Middletown, Conn.	1, 14
23,594	Middletown, O.	1, 7, 14
10,193	Milford, Conn.	7, 14
13,471	Milford, Mass.	1, 7, 14
14,691	Millville, N. J.	7, 14
457,147	Milwaukee, Wis.	2, 4, 8, 19
380,582	Minneapolis, Minn.	2, 3, 8, 19
10,476	Minot, N. D.	3, 4
15,195	Mishawaka, Ind.	2, 8, 19
12,668	Missoula, Mont.	3
12,808	Moberly, Mo.	19
60,777	Mobile, Ala.	10, 13
30,734	Moline, Ill.	9
18,179	Monessen, Pa.	1, 14
12,675	Monroe, La.	8, 12
11,573	Monroe, Mich.	4, 8, 19
28,810	Montclair, N. J.	1, 14
43,464	Montgomery, Ala.	8, 10, 13
12,127	Morgantown, W. Va.	1, 7
12,548	Morristown, N. J.	1, 7, 14
10,699	Moundsville, W. Va.	1, 7
17,469	Mt. Carmel, Pa.	14
42,726	Mt. Vernon, N. Y.	7
36,524	Muncie, Ind.	14
16,068	Muscatine, Ia.	3
36,570	Muskegon, Mich.	2, 4, 8, 19
30,277	Muskogee, Okla.	11, 15
22,614	Nanticoke, Pa.	14
28,379	Nashua, N. H.	1, 7, 14
118,342	Nashville, Tenn.	8, 10
12,608	Natchez, Miss.	8, 12
10,907	Natick, Mass.	7, 14
15,051	Naugatuck, Conn.	7, 14
22,992	New Albany, Ind.	1, 17
414,524	Newark, N. J.	1, 7, 14
26,718	Newark, O.	1, 14
121,217	New Bedford, Mass.	1, 7, 14
12,198	Newbern, N. C.	7, 10, 14
59,316	New Britain, Conn.	1, 7, 14
32,779	New Brunswick, N. J.	1, 7, 14
30,336	Newburgh, N. Y.	1, 7, 14
15,618	Newburyport, Mass.	7, 14
14,458	New Castle, Ind.	14
44,938	New Castle, Pa.	7, 14
162,537	New Haven, Conn.	1, 7, 14
11,987	New Kensington, Pa.	14
25,688	New London, Conn.	1, 7, 14
387,219	New Orleans, La.	8, 10, 13, 12
10,718	New Philadelphia, O.	14, 18
29,317	Newport, Ky.	1, 7
30,255	Newport, R. I.	1, 7, 14
35,596	Newport News, Va.	1, 7, 14, 17
36,213	New Rochelle, N. Y.	1, 7
46,054	Newton, Mass.	1, 7, 14
5,620,048	New York, N. Y.	1, 7, 14
50,760	Niagara Falls, N. Y.	7, 19
13,080	Niles, O.	7, 14
115,777	Norfolk, Va.	1, 14, 17
32,319	Norristown, Pa.	1, 14
22,282	North Adams, Mass.	1, 7, 14
21,951	Northampton, Mass.	1, 7, 14
14,928	North Braddock, Pa.	1, 14
10,174	Northbridge, Mass.	1, 7, 14
14,048	North Little Rock, Ark.	12
10,466	North Platte, Neb.	3, 19
15,482	North Tonawanda, N. Y.	7
27,745	Norwalk, Conn.	1, 7,14
22,304	Norwich, Conn.	1, 7, 14
12,627	Norwood, Mass.	7, 14
24,966	Norwood, O.	1, 7, 14
216,261	Oakland, Cal.	11, 12, 15, 19
39,858	Oak Park, Ill.	2, 4, 19
32,804	Ogden, Utah.	12, 19
14,609	Ogdensburg, N. Y.	7
21,274	Oil City, Pa.	14
91,295	Oklahoma City, Okla.	6, 11, 15
17,430	Okmulgee, Okla.	11, 15
12,237	Old Forge, Pa.	14
20,506	Olean, N. Y.	7, 14
10,236	Olyphant, Pa.	14
191,601	Omaha, Neb.	3, 12, 19
10,541	Oneida, N. Y.	1, 7
11,582	Oneonta, N. Y.	1, 7
33,268	Orange, N. J.	1, 7, 14
33,162	Oshkosh, Wis.	2, 4, 8, 19
10,739	Ossinlng, N. Y.	1, 7
23,626	Oswego, N. Y.	7
10,816	Ottawa, Ill.	9, 19
23,003	Ottumwa, Ia.	3, 19
12,575	Owasso, Mich.	2, 4,8, 19
17,424	Owensboro, Ky.	10
24,735	Paducah, Ky.	8
11,039	Palestine, Tex.	11, 16
15,040	Paris, Tex.	11, 12, 15, 16
20,050	Parkersburg, W. Va.	1
16,028	Parsons, Kans.	11, 15, 19
45,354	Pasadena, Cal.	6, 11, 15
63,841	Passaic, N. J.	1, 14
135,875	Paterson, N. J.	1, 14
64,248	Pawtucket, R. I.	1, 7, 14
19,552	Peabody, Mass.	1, 7, 14
15,868	Peekskill, N. Y.	1, 7
12,086	Pekin, Ill.	2, 5, 8, 9
31,035	Pensacola, Fla.	1, 10
76,121	Peoria, Ill.	2, 5, 8, 9
41,707	Perth Amboy, N. J.	1, 7, 14
12,410	Peru, Ind.	7, 19
31,012	Petersburg, Va.	1, 14, 17
1,823,779	Philadelphia, Pa.	1, 14
16,923	Phillipsburg, N. J.	1, 14
29,053	Phoenix, Ariz.	6, 11, 12, 15
10,484	Phoenixville, Pa.	14
19,280	Pine Bluff, Ark.	12
15,044	Piqua, O.	1, 14
18,052	Pittsburg, Kans.	2, 3, 12, 15, 19
588,343	Pittsburgh, Pa.	1, 14
41,763	Pittsfield, Mass.	1, 7, 14
27,700	Plainfield, N. J.	1, 7, 14
10,909	Plattsburg, N. Y.	1, 7
13,045	Plymouth, Mass.	1, 7, 14
16,500	Plymouth, Pa.	14
15,001	Pocatello, Idaho.	3, 19
13,505	Pomona, Cal.	6, 11, 15
34,273	Pontiac, Mich.	2, 4, 8, 19
22,251	Port Arthur, Tex.	12, 16
16,573	Port Chester, N. Y.	7, 14
25,944	Port Huron, Mich.	2, 4, 8, 19
10,171	Port Jervis, N. Y.	1, 7
69,272	Portland, Me.	1, 7, 14
258,288	Portland, Ore.	3, 19
13,569	Portsmouth, N. H.	1, 7, 14
33,011	Portsmouth, O.	1, 7, 14
54,387	Portsmouth, Va.	1, 7, 17
17,431	Pottstown, Pa.	1, 14
21,785	Pottsville, Pa.	14
35,000	Poughkeepsie, N. Y.	7
237,595	Providence, R. I.	1, 7, 14
10,303	Provo, Utah.	12
45,581	Pueblo, Colo.	12
10,311	Punxsutawney, Pa.	14
35,978	Quincy, Ill.	3
47,876	Quincy, Mass.	7
58,593	Racine, Wis.	2, 4, 8, 19

Population, 1920	City and State.	Railroad.
11,042	Rahway, N. J.	1, 14
24,418	Raleigh, N. C.	10, 12
16,205	Ranger, Tex.	11, 15, 16
107,784	Reading, Pa.	1, 7, 14
12,016	Reno, Nevada	12
10,823	Rensselaer, N. Y.	1, 7
28,823	Revere, Mass.	1, 7
16,843	Richmond, Cal.	6, 16
26,765	Richmond, Ind.	14
171,667	Richmond, Va.	1, 7, 14, 17
19,341	Riverside, Cal.	6, 15, 16
50,842	Roanoke, Va.	1, 7, 14, 17
13,722	Rochester, Minn.	2, 3, 4, 8, 19
295,750	Rochester, N. Y.	7
65,651	Rockford, Ill.	2, 3, 4, 8, 19
35,177	Rock Island, Ill.	3, 9
12,742	Rocky Mount, N. C.	1, 7, 14, 17
13,252	Rome, Ga.	10, 17
26,341	Rome, N. Y.	7
11,047	Roosevelt, N. J.	7
14,954	Rutland, Vt.	1, 7, 14
65,908	Sacramento, Cal.	6, 15, 16
61,903	Saginaw, Mich.	2, 4, 18, 19
15,873	St. Cloud, Minn.	2, 3, 4, 6, 19
77,939	St. Joseph, Mo.	2, 3, 12
772,897	St. Louis, Mo.— (The city surrounded by the U. S.)	
234,698	St. Paul, Minn.	3, 19
14,237	St. Petersburg, Fla.	10, 13
42,529	Salem, Mass.	1, 14
10,305	Salem, O.	1, 14
17,679	Salem, Orc.	3, 19
15,085	Salina, Kans.	6, 12
13,884	Salisbury, N. C.	1, 7
118,110	Salt Lake City, Utah.	12, 19
10,050	San Angelo, Tex.	11, 15, 16
161,379	San Antonio, Tex.	11, 15, 16
18,721	San Bernardino, Cal.	6, 15
74,683	San Diego, Cal.	6, 15
22,897	Sandusky, O.	1, 14
10,691	Sanford, Me.	7
506,676	San Francisco, Cal.	6, 12, 15
39,642	San Jose, Cal.	6, 11, 12, 15
15,485	Santa Anna, Cal.	6, 11, 12, 15
19,441	Santa Barbara, Cal.	6, 11, 12, 15
10,917	Santa Cruz, Cal.	6, 11, 12, 15
15,252	Santa Monica, Cal.	6, 11, 12, 15
11,634	Sapulpa, Okla.	15
13,181	Saratoga Springs, N. Y.	1, 7, 19
10,874	Saugue, Mass.	7
12,096	Sault Ste. Marie, Mich.	2, 4, 19
83,252	Savannah, Ga.	10, 13, 17
88,723	Schenectady, N. Y.	7, 19
137,783	Scranton, Pa.	1, 7, 14
315,312	Seattle, Wash.	3, 19
21,144	Sedalia, Mo.	11, 12
15,589	Selma, Ala.	10, 13
21,204	Shamokin, Pa.	1, 14
21,747	Sharon, Pa.	14
15,348	Shawnee, Okla.	11, 15
30,955	Sheboygan, Wis.	2, 4, 8, 19
24,726	Shenandoah, Pa.	14
15,031	Sherman, Tex.	11, 15, 16
43,874	Shreveport, La.	16
71,227	Sioux City, Ia.	3, 19
25,202	Sioux Falls, S. D.	3, 19
93,901	Somerville, Mass.	1, 7, 14
70,983	South Bend, Ind.	2
14,245	Southbridge, Mass.	1, 7, 14
22,638	Spartanburg, S. C.	1, 7, 17
104,437	Spokane, Wash.	3, 19
59,183	Springfield, Ill.	2, 8, 9
129,614	Springfield, Mass.	1, 7, 14
39,631	Springfield, Mo.	15
60,840	Springfield, O.	1, 14
35,096	Stamford, Conn.	1, 7
10,623	Staunton, Va.	1, 7, 17
13,428	Steelton, Pa.	14
28,508	Steubenville, O.	14
11,370	Stevens Point, Wis.	2, 4, 8, 19
40,296	Stockton, Cal.	6, 15, 16
10,236	Stonington, Conn.	14
12,347	Stratford, Conn.	14
14,779	Streator, Ill.	2, 9, 19
10,174	Summit, N. J.	1, 7, 14
15,721	Sunbury, Pa.	14
39,671	Superior, Wis.	2, 4, 8, 19
10,908	Swissvale, Pa.	14
171,717	Syracuse, N. Y.	7
96,965	Tacoma, Wash.	3, 19
12,363	Tamaqua, Pa.	1, 14
51,608	Tampa, Fla.	10, 13, 17
37,137	Taunton, Mass.	1, 7, 14, 19
11,033	Temple, Tex.	11, 15, 16
66,083	Terre Haute, Ind.	14
11,480	Texarkana, Texas.	16, 12
14,375	Tiffin, O.	14, 18, 19
243,164	Toledo, O.	18, 19
10,068	Tonawanda, N. Y.	7
50,022	Topeka, Kans.	2, 6
20,623	Torrington, Conn.	1, 14
10,925	Traverse City, Mich.	2, 4, 8, 19
119,289	Trenton, N. J.	1, 14
10,906	Trinidad, Colo.	3, 6, 12
72,013	Troy, N. Y.	1, 7
20,292	Tucson, Ariz.	6, 11, 15, 16
72,075	Tulsa, Okla.	11, 15
11,996	Tuscaloosa, Ala.	10, 13
12,085	Tyler, Tex.	16
15,692	Uniontown, Pa.	1, 14
10,244	Urbana, Ill.	2, 8, 19
94,156	Utica, N. Y.	7, 19
10,783	Valdosta, Ga.	10, 13
21,107	Vallejo, Cal.	6, 11, 15
12,637	Vancouver, Wash.	3, 19
10,385	Venice, Cal.	6, 11, 15
18,072	Vicksburg, Miss.	8
17,160	Vincennes, Ind.	1
14,022	Virginia, Minn.	3, 19
38,500	Waco, Tex.	11, 16
13,025	Wakefield, Mass.	1, 7, 14
15,503	Walla Walla, Wash.	3
30,915	Waltham, Mass.	1, 7, 14
27,050	Warren, O.	1, 7, 14
14,272	Warren, Pa.	14
13,481	Warwick, R. I.	1, 14
437,571	Washington, D. C.	1, 7, 14
21,480	Washington, Pa.	1, 14
91,715	Waterbury, Conn.	1, 14
36,230	Waterloo, Ia.	3, 19
21,457	Watertown, Mass.	1, 7, 14
31,285	Watertown, N. Y.	1, 7
13,351	Waterville, Me.	14
16,073	Watervliet, N. Y.	7
19,226	Waukegan, Ill.	2, 4, 8, 19
12,558	Waukesha, Wis.	2, 4
18,651	Wausau, Wis.	2, 4, 8
18,068	Waycross, Ga.	10, 13, 17
13,258	Webster, Mass.	1, 2, 7, 14
13,745	West Allis, Wis.	2, 4, 8, 19
11,717	West Chester, Pa.	1, 14
18,604	Westfield, Mass.	1, 7, 14
40,074	West Hoboken, N. J.	1, 7, 14
29,926	West New York, N. J.	1, 7, 14
15,573	West Orange, N. J.	1, 7, 14
13,443	West Springfield, Mass.	1, 7, 14
15,461	West Warwick, R. I.	1, 7, 14
15,057	Weymouth, Mass.	1, 7, 14
56,208	Wheeling, W. Va.	1, 14
21,031	White Plains, N. Y.	1, 7, 14
10,145	Whiting, Ind.	8
72,217	Wichita, Kans.	2, 3, 6, 12, 15, 19
40,079	Wichita Falls, Tex.	11, 15, 16
73,833	Wilkes Barre, Pa.	14
24,403	Wilkinsburg, Pa.	14
36,198	Williamsport, Pa.	1, 14
12,230	Willimantic, Conn.	1, 7, 14
110,168	Wilmington, Del.	1, 7, 14
33,372	Wilmington, N. C.	7, 10, 17
10,612	Wilson, N. C.	7, 10, 17
10,485	Winchester, Mass.	1, 7, 14
48,395	Winston, N. C.	7, 10, 17
19,143	Winona, Minn.	2, 3, 19
15,455	Winthrop, Mass.	1, 7, 14
16,574	Woburn, Mass.	1, 7, 14
12,495	Woodlawn, Pa.	14
43,496	Woonsocket, R. I.	1, 14
179,754	Worcester, Mass.	1, 7, 14
13,851	Wyandotte, Mich.	2, 4, 8, 19
18,539	Yakima, Wash.	3
100,176	Yonkers, N. Y.	1, 7, 14
47,512	York, Pa.	14
132,358	Youngstown, O.	1, 14, 19
29,569	Zanesville, O.	1, 14
Mexico City, Mex.		6, 12, 15, 16
Montreal, Canada		7, 19
Quebec, Canada		7, 19
Toronto, Canada		7, 19

Leading Scenic and Historic Points of Interest in the United States

How to Get There by Railroad from St. Louis by Most Direct Routes

Allegheny Mountains, Pa.	14
Adirondack Mountains, N. Y.	7
Alamo, San Antonio, Tex.	11, 12, 15, 16
Apache Trail, Ariz.	6, 11, 15, 16
Arrow Rock Dam, Ida.	19
Asbury Park, N. J.	1, 7, 14
Atlantic City, N. J.	1, 7, 14
Black Hills, S. D.	3
Big Horn Mountains, Wyo.	3
Bingham Canyon, Utah.	12, 19
Buffalo Bill's Grave, Lookout Mt., Colo.	2, 3, 6, 12, 19
Bull Run, Va.	7, 17
Calexico, Cal.	6, 11, 12, 15, 16
Carriso Gorge, Cal.	6, 11, 12, 15, 16
Catalina Island, Cal.	6, 11, 12
Catskill Mountains, N. Y.	7, 14
Cascade Mountains, Wash.	3, 6, 19
Citronella, Ala.	13
Cliff Dwellings, Ariz.	6 11, 12, 15, 16
Cody Road to Yellowstone Park, Wyo.	3
Colorado Springs Region, Colo.	3, 6, 12
Columbia River, Ore.	3, 19
Coney Island, N. Y.	1, 7, 14
Custer's Battlefield, Mont.	3
The Dalles, Ore.	3, 19
Denver, Mountain Parks, Colo.	3, 6, 12, 19
Devil's Tower, S. D.	3
Eagle River Canyon, Colo.	3, 6, 12
Elephant Butte Dam, N. M.	6. 11, 12, 15, 16
Estes National Park, Colo.	3, 6, 12, 19
Excelsior Springs, Mo.	2, 19
Florida Winter Resorts.	1, 10, 13, 17
French Lick Springs, Ind.	1
Feather River Canyon, Nev.	6, 12, 19
Galveston Beach and Sea Wall, Tex.	8, 11, 12, 15, 16
General Grant National Park, Cal.	6
Georgetown Loop, Colo.	3, 6, 12, 19
Gettysburg, Pa.	1, 14
Glacier National Park, Mont.	3, 19
Grand Canyon of the Arkansas, Colo.	3, 6, 12, 19
Grand Canyon National Park, Ariz.	6, 11, 15, 16
Great Salt Lake, Utah.	3, 12, 19
Hallet Glacier, Colo.	3, 6, 12, 19
Hollywood, Cal.	6, 11, 12, 15, 16
Horseshoe Curve, Pa.	14
Horsetail Falls, Wash.	3, 19
Hot Springs National Park, Ark.	12
Hot Springs, Va.	1 7, 17
Hudson River, N. Y.	7
Juarez, Mex.	6, 11, 12, 15, 16
Keokuk Dam, Ia.	3
Lake Champlain, N. Y.	7
Lincoln's Tomb and Home, Springfield, Ill.	2, 8, 9
Long Beach, Cal.	6, 11, 12, 15, 16
Long's Peak, Colo.	3, 6, 12, 19
Lookout Mountain, Tenn.	10, 13, 17
Mammoth Cave, Ky.	1, 10
Mariposa Big Tree Grove, Cal.	6, 11, 12, 15, 16
Marshall Pass, Colo.	6, 12, 13
Mesa Verde National Park, Colo.	3, 6, 12, 19
Mexico City, Mex.	6, 11, 12, 15, 16
Michigan Resorts.	2, 4, 8, 19
Moffat Road, Colo.	3, 6, 12, 19
Monk's Mound, Ill.— Collinsville car at Eads Bridge	
Mound of the Holy Cross, Colo.	3, 6, 12, 19
Mount Hood, Ore.	3, 19
Mount Lassen Volcano, Cal.	6, 12, 19
Mount Rainier National Park, Wash.	3, 19
Mount Shasta, Cal.	3, 6, 12, 19
Mt. Tipanogos, Utah.	3, 6, 12, 19
Multnoma Falls, Ore.	3, 19
Muscle Shoals, Ala.	8, 13
National Capitol, Washington, D. C.	1, 14
Newport, R. I.	1, 7, 14
Newport News Naval Base, Va.	1, 17
Niagara Falls, N. Y.	7, 19
Ozark Mountains, Mo. and Ark.	6, 12, 15
Palisades of the Hudson, N. Y.	1. 7, 14
Palm Beach, Fla.	1, 8. 10, 13, 17
Pasadena, Cal.	6, 11, 12, 15, 16
Petrified Forest, Ariz.	6, 11, 15, 16
Philadelphia, Pa., Historical Places in.	1 14
Pike's Peak, Colo.	3, 6, 12, 19
Plymouth Rock, Mass.	1, 7, 14
Rainbow Natural Bridge, Utah.	12, 19
Rocky Mountain National Park, Colo.	3, 6, 12, 19
Roosevelt Dam, Ariz.	6, 11, 15, 16
St. Lawrence River, N. Y.	7, 19
Saltair Bathing Beach, near Salt Lake City, Utah.	12, 19
Santa Barbara, Cal.	6, 11, 12, 15, 16
Santa Cruz Big Trees, Cal.	6, 11, 12, 16
Saranac Lake, N. Y.	1, 7
Saratoga Springs, N. Y.	1, 7
Sault Ste. Marie Locks, Mich.	2, 4, 8, 19
Sequoia National Park, Cal.	6, 11, 12, 15, 16
Serpentine Canyon, Cal.	6, 11
Shiloh Battlefield, Tenn.	13
Shoshone Falls, Ida.	3, 19
Lake Tahoe, Cal.	3, 6, 12
Thermopolis, Mineral Springs, Wyo.	3
Thousand Islands, St. Lawrence River, N. Y.	7
Twin Falls, Ida.	19
Von Hoffmann Press Resort, in the Ozarks, Mo.	15
Wasatch Mts., Utah.	12, 19
Washington's Tomb, Mt. Vernon, Va.	1, 14
West Point, N. Y.	1, 7, 14
Wind Cave National Park, S. D.	3
Wisconsin Lake.	2, 4, 8, 19
Yellowstone National Park, Wyo.	3, 6, 12, 19
Yosemite National Park, Cal.	6, 11. 12, 15, 16
Zion National Park, Utah.	12, 19

PARCEL POST OR FOURTH-CLASS MAIL

RATES OF POSTAGE, CLASSIFICATION, INSURANCE AND C. O. D. FEATURES, WRAPPING, ETC.

Fourth-class Matter Embraces that known as domestic parcel post mail, and includes merchandise, farm and factory products, seeds, cuttings, bulbs, roots, scions, and plants, books (including catalogs), miscellaneous printed matter weighing more than 4 pounds, and all other mailable matter not embraced in the first, second, and third classes.

Parcels may be insured and sent C. O. D., and as special-delivery matter.

Rates of Postage on Fourth-Class or Parcel Post Matter—To be Fully Prepaid—Unsealed—are as follows:

(a) Parcels weighing 4 ounces or less, except books, seeds, plants, etc., 1 cent for each ounce or fraction thereof, any distance.

(b) Parcels weighing 8 ounces or less containing books, seeds, cuttings, bulbs, roots, scions, and plants, 1 cent for each 2 ounces or fraction thereof, regardless of distance.

(c) Parcels weighing more than 8 ounces containing books, seeds, plants, etc., parcels of miscellaneous printed matter weighing more than 4 pounds, and all other parcels of fourth-class matter weighing more than 4 ounces are chargeable, according to distance or zone, at the pound rates shown in the following table (except as provided in paragraph (d) below, a fraction of a pound being computed as a full pound:

Weight in Pounds	Local	1st Up to 50 miles	2d 50 to 150 miles	ZONES 3d 150 to 300 miles	4th 300 to 600 miles	5th 600 to 1000 miles	6th 1000 to 1400 miles	7th 1400 to 1800 miles	8th Over 1800 miles
1	$0.05	$0.05	$0.05	$0.06	$0.07	$0.08	$0.09	$0.11	$0.12
2	.06	.06	.06	.08	.11	.14	.17	.21	.24
3	.06	.07	.07	.10	.15	.20	.25	.31	.36
4	.07	.08	.08	.12	.19	.26	.33	.41	.48
5	.07	.09	.09	.14	.23	.32	.41	.51	.60
6	.08	.10	.10	.16	.27	.38	.49	.61	.72
7	.08	.11	.11	.18	.31	.44	.57	.71	.84
8	.09	.12	.12	.20	.35	.50	.65	.81	.96
9	.09	.13	.13	.22	.39	.56	.73	.91	1.08
10	.10	.14	.14	.24	.43	.62	.81	1.01	1.20
11	.10	.15	.15	.26	.47	.68	.89	1.11	1.32
12	.11	.16	.16	.28	.51	.74	.97	1.21	1.44
13	.11	.17	.17	.30	.55	.80	1.05	1.31	1.56
14	.12	.18	.18	.32	.59	.86	1.13	1.41	1.68
15	.12	.19	.19	.34	.63	.92	1.21	1.51	1.80
16	.13	.20	.20	.36	.67	.98	1.29	1.61	1.92
17	.13	.21	.21	.38	.71	1.04	1.37	1.71	2.04
18	.14	.22	.22	.40	.75	1.10	1.45	1.81	2.16
19	.14	.23	.23	.42	.79	1.16	1.53	1.91	2.28
20	.15	.24	.24	.44	.83	1.22	1.61	2.01	2.40
21	.15	.25	.25	.46	.87	1.28	1.69	2.11	2.52
22	.16	.26	.26	.48	.91	1.34	1.77	2.21	2.64
23	.16	.27	.27	.50	.95	1.40	1.85	2.31	2.76
24	.17	.28	.28	.52	.99	1.46	1.93	2.41	2.88
25	.17	.29	.29	.54	1.03	1.52	2.01	2.51	3.00
26	.18	.30	.30	.56	1.07	1.58	2.09	2.61	3.12
27	.18	.31	.31	.58	1.11	1.64	2.17	2.71	3.24
28	.19	.32	.32	.60	1.15	1.70	2.25	2.81	3.36
29	.19	.33	.33	.62	1.19	1.76	2.33	2.91	3.48
30	.20	.34	.34	.64	1.23	1.82	2.41	3.01	3.60
31	.20	.35	.35	.66	1.27	1.88	2.49	3.11	3.72
32	.21	.36	.36	.68	1.31	1.94	2.57	3.21	3.84
33	.21	.37	.37	.70	1.35	2.00	2.65	3.31	3.96
34	.22	.38	.38	.72	1.39	2.06	2.73	3.41	4.08
35	.22	.39	.39	.74	1.43	2.12	2.81	3.51	4.20

Weight in Pounds	Local	1st Up to 50 miles	2d 50 to 150 miles	ZONES 3d 150 to 300 miles	4th 300 to 600 miles	5th 600 to 1000 miles	6th 1000 to 1400 miles	7th 1400 to 1800 miles	8th Over 1800 miles
36	$0.23	$0.40	$0.40	$0.76	$1.47	$2.18	$2.89	$3.61	$4.32
37	.23	.41	.41	.78	1.51	2.24	2.97	3.71	4.44
38	.24	.42	.42	.80	1.55	2.30	3.05	3.81	4.56
39	.24	.43	.43	.82	1.59	2.36	3.13	3.91	4.68
40	.25	.44	.44	.84	1.63	2.42	3.21	4.01	4.80
41	.25	.45	.45	.86	1.67	2.48	3.29	4.11	4.92
42	.26	.46	.46	.88	1.71	2.54	3.37	4.21	5.04
43	.26	.47	.47	.90	1.75	2.60	3.45	4.31	5.16
44	.27	.48	.48	.92	1.79	2.66	3.53	4.41	5.28
45	.27	.49	.49	.94	1.83	2.72	3.61	4.51	5.40
46	.28	.50	.50	.96	1.87	2.78	3.69	4.61	5.52
47	.28	.51	.51	.98	1.91	2.84	3.77	4.71	5.64
48	.29	.52	.52	1.00	1.95	2.90	3.85	4.81	5.76
49	.29	.53	.53	1.02	1.99	2.96	3.93	4.91	5.88
50	.30	.54	.54	1.04	2.03	3.02	4.01	5.01	6.00
51	.30	.55	.55	1.06					
52	.31	.56	.56	1.08					
53	.31	.57	.57	1.10					
54	.32	.58	.58	1.12					
55	.32	.59	.59	1.14					
56	.33	.60	.60	1.16					
57	.33	.61	.61	1.18					
58	.34	.62	.62	1.20					
59	.34	.63	.63	1.22					
60	.35	.64	.64	1.24					
61	.35	.65	.65	1.26					
62	.36	.66	.66	1.28					
63	.36	.67	.67	1.30					
64	.37	.68	.68	1.32					
65	.37	.69	.69	1.34					
66	.38	.70	.70	1.36					
67	.38	.71	.71	1.38					
68	.39	.72	.72	1.40					
69	.39	.73	.73	1.42					
				1.44					

(d) Parcels subject to the pound rates, mailed for delivery within the first or second zone, are, when the distance by the shortest regular mail route from the office of origin to the office of delivery is 300 miles or more, chargeable with postage at the rate of 6 cents for the first pound and 2 cents for each additional pound, a fraction of a pound being computed as a full pound.

A War Stamp Tax of 1 cent for each postage charge of 25 cents or fractional part thereof must be paid by means of internal revenue stamps affixed on parcels of fourth-class matter on which the postage amounts to 25 cents or more.

The Special-Delivery Fee is 10 cents in addition to the regular postage.

The Limit of Weight of fourth-class matter is 70 pounds for parcels mailed for delivery within the first, second, and third zones, and 50 pounds for all other zones. Parcels for the American Expeditionary Forces in Europe may not exceed 7 pounds.

Limit of Size.—Parcel post matter may not exceed 84 inches in length and girth combined. In measuring a parcel the greatest distance in a straight line between the ends (but not around the parcel) is taken as its length, while the distance around the parcel at its thickest part is taken as its girth. For example, a parcel 35 inches long, 10 inches wide, and 5 inches high measures 65 inches length and girth combined.

Name and Address of Sender.—A parcel of fourth-class matter may not be accepted for mailing unless it bears the name and address of the sender, which should be preceded by the word "From" and be less conspicuous than that of the addressee.

Inscriptions, such as "Merry Christmas," "With best wishes," "Do not open until Christmas," or words to that effect may be written on fourth-class mail, or on a card inclosed therewith.

Communications Attached to Parcels.—When it is desired to send a communication with a parcel on which postage at the fourth-class rate has been fully prepaid, the communication may be placed in an envelope fully prepaid at the first-class rate and addressed to correspond with the address on the parcel and then be tied to or otherwise securely attached to the outside of the parcel in such manner as to prevent its separation therefrom and not to interfere with the address on the parcel. The stamps to cover the postage on the parcel must be affixed to the wrapper of the parcel, and those to pay the postage on the communication must be affixed to the envelope of the communication. Parcels to which such communications are attached are treated as fourth-class matter. Only one special-delivery fee is required on such parcels sent as special-delivery matter. Communications may be attached to third-class matter under the same conditions.

Place of Mailing.—Parcels of books, seeds, and plants, weighing more than 8 ounces, and parcels of other four-class matter weighing more than 4 ounces must be mailed at a post office, branch post office, named, numbered, or lettered station, or delivered to a rural or other carrier duly authorized to receive such matter; they are not mailable at railway post-office cars. Smaller parcels may be deposited in letter or package boxes.

Sender's Receipt for Ordinary Parcel.—When desired, a receipt is furnished the sender of an ordinary fourth-class parcel by the mailing office upon payment of one cent. This fee does not insure the parcel against loss, and no receipt is obtained from the addressee on delivery. If either of the latter facilities is desired, the insurance service should be patronized.

INSURANCE OF FOURTH-CLASS MAIL.

Fees and Conditions.—Fourth-class or parcel-post matter mailed at or addressed to any post office in the United States or its possessions, or on or to United States naval vessels, except parcels containing honey bees, live animals, fowls, etc., and parcels mailed in the Philippine Islands, may be insured against loss, rifling, and damage upon payment of a fee of 3 cents for actual value not exceeding $5, a fee of 5 cents for actual value not exceeding $25, a fee of 10 cents for actual value not exceeding $50, or a fee of 25 cents for actual value not exceeding $100, in addition to the postage, both to be prepaid with stamps affixed. Fourth-class matter may not be registered unless sealed and the first-class rate of postage is paid.

Parcels intended for insurance must not be dropped in letter boxes or ordinary mail drops. When a parcel is insured, a receipt evidencing that fact will be furnished the sender.

Return Receipts for Insured Parcels may be obtained by indorsing the parcels "Return receipt desired."

COLLECT-ON-DELIVERY SERVICE.

Fees and Conditions.—Parcels of fourth-class (parcel-post) matter, except honey bees, live animals, fowls, etc., and parcels mailed in the Philippine Islands, may be sent "C. O. D." from any domestic money-order post office to another and from or to United States naval vessels having money-order service on payment of a fee of 10 cents in addition to the postage when the amount to be remitted to the sender does not exceed $50 or on payment of a fee of 25 cents when the amount to be remitted does not exceed $100. Parcels on which the remittance is $50 or less but on which because of the value of the inclosure, insurance exceeding $50 is desired, may have a 25-cent fee paid, at the option of the sender. Both postage and fee must be prepaid with stamps affixed. The remittance is made by post-office money order, the fee therefor being included in the amount collected from the addressee. A "C. O. D." tag, furnished by the postmaster, must be filled in by the sender and attached to the parcel. The "C. O. D." fee also covers insurance against loss, rifling, damage, and nonreceipt of returns up to $50 actual value when a 10-cent fee was paid and $100 actual value when a 25-cent fee was paid.

A Receipt is given to the sender of a "C. O. D." parcel at the time of mailing, but no return receipt is furnished, as the remittance shows that delivery has been made.

PREPARATION AND WRAPPING OF MAIL MATTER.

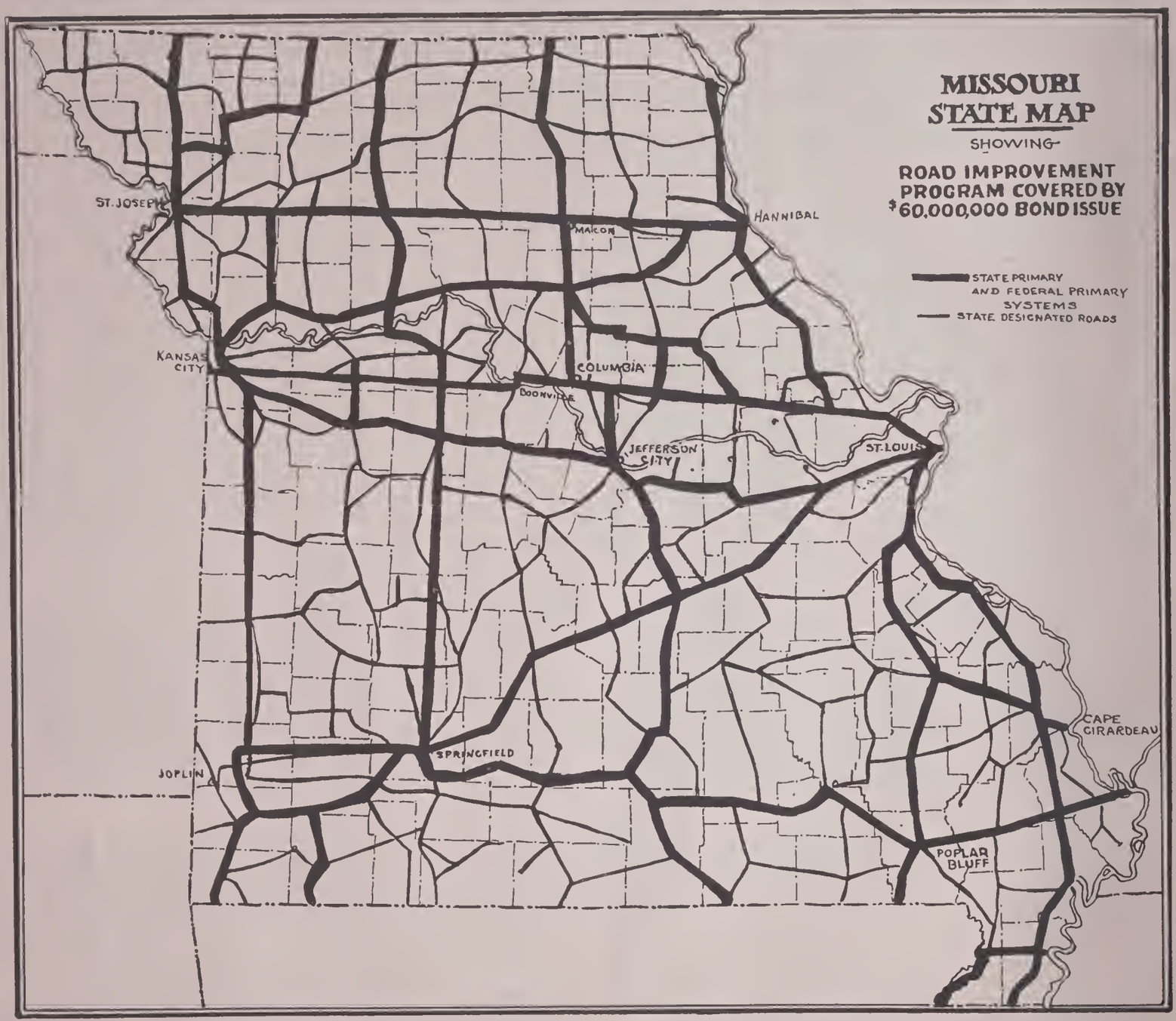
Examination.—Fourth-class or parcel-post matter must be so wrapped or enveloped that the contents may be examined easily by postal officials. When not so wrapped, or when bearing or containing writing not authorized by law, the matter will be treated as of the first class.

Fragile Articles.—Articles easily broken must be very securely wrapped for safe transmission and marked "FRAGILE."

Perishable Articles.—Parcels containing perishable articles shall be marked "PERISHABLE." It is advisable that such parcels be sent as special-delivery matter by affixing stamps for the special-delivery fee in addition to the regular postage, thus expediting their delivery. Articles likely to spoil within the time reasonably required for transportation and delivery shall not be accepted for mailing.

Forwarding and Return.—A new prepayment of postage at the rate applicable between the forwarding office and the one to which fourth-class matter is to be forwarded must be made by the addressee or by some one for him each time it is forwarded. A parcel can not be forwarded to a person other than the original addressee. A new prepayment of postage must also be made before undeliverable fourth-class matter may be returned to the sender. No additional insurance or C. O. D. fee is required for the forwarding or return of insured and C. O. D. parcels.

$60,000,000 for State Roads



Were it not for the fact in ancient times that all roads led to Rome, the City of the Seven Hills would have had considerable difficulty in holding its scattered colonies into a unified empire. Equally important today is the position of St. Louis to the rest of the State of Missouri—a position that is dependent in a large measure upon the facility of intercourse between the city and the adjacent and remote corners of the state. In one word this means ROADS, and Missouri has again set the pace in the construction of good roads by the adoption of a $60,000,000 State Bond Issue to be used for the construction of 6,000 miles of hard-surfaced highways that will stretch up and down and crosswise through the state.

During the past five years $25,000,000 of road bonds have been issued by counties and civil subdivisions. In addition to this $12,000,000 of Federal aid has been matched by the state and counties of Missouri. And now arrangements have been completed which guarantee the watching of all Federal aid that may be available, estimated at $35,000,000 for Missouri, during the next ten years.

At the present time there are more than $20,000,000 worth of state roads alone under contract, and more than $10,000,000 worth of construction has been completed during 1922.

St. Louis County has completed all of her trunk or main highways at a cost of approximately $5,000,000, and has more than $1,000,000 still available, which will be increased by State and Federal funds.

The general and special road laws of the State have been revised and a more effective plan for constructing and maintaining roads has been adopted.

At the present rate of construction the State Highway Department contemplates the completion of all roads affected by the State Bond Issue within the next five years. The work is progressing with leaps and bounds, without ceremony and red tape, and soon the whole state will be literally "lifted out of the mud" and traffic will be moving ceaselessly on solid, enduring highways that will link St. Louis to every city and town of the state, resulting in a more frequent intercourse and in mutual prosperity.

The St. Louis Chamber of Commerce—A Civic Asset

One of the main reasons directly responsible for the advancement of industrial, commercial and civic betterment in St. Louis is the constant, unified action of nearly five thousand leading business men of the city. We refer to the St. Louis Chamber of Commerce, whose past achievements and present activities would fill volumes of civic history.

Among the recent outstanding accomplishments of this dynamic body are the annual savings of over $300,000 annually effected by securing transit privileges on lumber shipments passing through the St. Louis market and the restoration of uniformity of freight service between Chicago, St. Louis and eastern terminals at a saving of $1,000 daily to St. Louis shippers.

Its interest in transportation is shown by the preparation of a complete study of local terminal facilities with the view of making St. Louis one of the largest shipping terminals of the world. The Chamber also aided in the passage of the $60,000,000 bond issue amendment for the betterment of state-wide roads.

To maintain the high standard of health kept by the city, the Chamber of Commerce organized the "Public Health Subdivision" composed of 100 leading physicians to protect the present status of the city's health. It even introduced safety talks into the public school curriculum, with a subsequent result of 50 per cent reduction in deaths by accident, thus making St. Louis the safest city in the country.

The Chamber continually reviews the work of all charitable and philanthropic organizations of the city and by so doing protects its members against unworthy charities.

The activities of this alert organization reach far beyond the confines of the city. It supplied a shortage of farm labor by sending several thousand men to Kansas to help harvest the wheat crop; it sent a delegation of 112 business men on a 12-day tour to Mexico in the interest of good will and friendly relations. Through its Traffic Bureau, St. Louis was the first city in the United States to restore package car service to Mexico City.

The Chamber maintains a number of bureaus to take care of its tremendous work, such as Charities, Development Service, Foreign Trade, Industrial, Municipal Development, Furniture Board of Trade, Safety Council, Publicity, Sales Managers, Traffic and Membership Bureaus—names which in themselves are indicative of the varied activities of this progressive body.

These bureaus are never too busy to discuss and confer with the St. Louis business man regarding any of the problems which confront him and by this self same spirit of untiring service, which has characterized the Chamber of Commerce, St. Louis will ever move forward in its race for industrial and civic supremacy in the struggle of the cities.

The Work of the Advertising Club of St. Louis

By W. B. WEISENBURGER, President

After the Advertising Club of St. Louis had its world advertising club convention in 1917 it found itself. Never before had its own capacity or its own ability demonstrated itself until that wonderful meeting, which, even today is looked on as a standard for advertising club conventions. Since that date the Advertising Club of St. Louis has gone with leaps and bounds. In 1917 it had a membership total of 500 members. Today, just at the conclusion of a most successful membership campaign it has 1,000 members and a waiting list. From a small office it now has pretentious and luxurious quarters in Hotel Statler.

But what is the Advertising Club of St. Louis doing for its city? Briefly it can be divided into several distinct groups:

First. Community advertising and business building.

Second. Better Business Bureau work.

Third. Educational work.

Fourth. Creating better fellowship and spirit among advertising men.

Let us consider Number One. Notable among its achievements in a community way are these:

Creating the idea of the Municipal Opera which has made St. Louis known everywhere.

Helping finance the St. Louis Symphony Society in its early and wobbly stages.

Getting behind the census agent, enabling him to place on St. Louis' roll every citizen who ought to be listed.

Formation of a Pennant Rooters' Club to give a civic point of contact to the baseball teams.

Carrying out a Move-More-Merchandise conference and formation of a Move-More-Merchandise Association with the purpose of making this city headquarters in not only stocks for the retailer, but information on how to sell more goods.

Co-operating with the bond issue committee in putting over an $87,000,000 bond issue which will make improvements in this city that will make it the talk of the country.

Promotion of a community advertising campaign.

Second. Better Business Bureau work.

The Advertising Club of St. Louis has always looked on vigilance work as one of the mainstays and the backbone of its organization. Without truthful advertising there can be no confidence in advertising. With daily abuses of the higher codes and ethics of advertising it is essential that the city and the business community have some tangible representation of the purpose of an advertising club to clean out the untruthful in advertising. By actively pursuing its vigilance work it gains the faith and support of the community it benefits and creates greater confidence in advertising. The Advertising Club of St. Louis was one of the first clubs to form a Better Business Bureau. It is now more than six years old and has a proud record of achievement. An analysis of bureau operations in 1922 shows that 1,432 files were opened, of which 668 pertained to the merchandise department and 426 to the financial department. In the financial department last year 409 new investigations were started, of which forty-two cases were made for the prosecution, four actual prosecutions being instituted, with one conviction. Inquiries handled numbered 2,355. In the merchandise department, 708 investigations were made, thirty-two of which required prosecution, or more submitted to prosecuting officials. There was one actual prosecution. Thirteen special advertising and sales promotion schemes were investigated. The bureau received 70,717 lines of publicity in local and outside newspapers and business publications in 1922. This is an indication of the development of truth in advertising in St. Louis.

Third. Educational Work. During the past year eight classes, under direction of the executive secretary of the Club and a specially appointed educational secretary, were carried out to successful completion. A total enrollment of approximately 435 persons participated. Members of the club were invited to take the course, paying the nominal fee of five dollars for courses of ten lessons and ten dollars for courses of twenty lessons. Instructors were not paid but furnished their services without charge. Little difficulty was experienced in getting the proper men to do this, as they realized they were making a contribution for the betterment of advertising and were providing advertising courses of an exceedingly high character at such a low cost that any young man or woman could afford to take them. The ten lesson courses conducted were: Advertising Copy, Production, the Mechanics of Advertising, Psychology of Advertising and Selling, Sales and Advertising Promotion Methods, Show Card Writing and Public Speaking; twelve-lesson course, Retail Selling; twenty-lesson course, General Principles of Advertising.

The meetings of the Advertising Club are held each Tuesday noon in the Ball Room of Hotel Statler. Special departmental and other meetings are held on other days during the week. Sometimes as many as ten or fifteen committee and departemntal meetings are held weekly in the club quarters. The big feature of the Tuesday program is always the speaker, but very valuable adjuncts to the speaker are a good presiding officer who opens his meeting promptly at 12:35 and as few additional announcements and speakers as possible unless it is a musical or theatrical attraction. The main speaker should be allowed to start not later than 12:50 so he may close his talk promptly at 1:30. Many advertising clubs, in my opinion, are making the mistake of running their meetings until a quarter to two or two o'clock, thus defeating in a measure the very cause for which an advertising club is formed—to help speed up business. Meetings that close at 1:30 allow an advertising man to get back in time, to keep in good favor with his boss, keeping criticism from being laid at the door of advertising clubs.

Pursuing the above outlined policies has brought the Advertising Club of St. Louis to a high position of prominence in its own city and everything looks set for "full steam ahead."

Geography Made St. Louis a Manufacturing Center

Ever since the Pilgrims put their baggage ashore and walked inland a little ways, looking for good sites on which to build homes, American progress has been toward the west.

Nowhere is geography a greater factor for success than in manufacturing. As geography answers the question "Where?", so the manufacturer wants to know where he is to find fuel, raw materials, labor and a market for his products.

The rise of Missouri as the greatest manufacturing State west of the Mlssissippi ls due to these facts; she has abundant raw materials, plenty of coal, honest American labor, and easy transport by rail and water. At St. Louis 26 railroads terminate, representing 80,000 miles of track.

It is because the population center moves westward and the extra milllons must be fed, that Missouri has become great.

The East is dotted with big and little shops that must bring their raw materials all the way from the Middle West and then ship the finlshed product back there again to find a market. The workers in these shops, too, must be fed and clothed with goods shipped all the way from the West.

Originally, these myriad shops and factories were built in the East becausc there population was most dense and trade most brisk. But the westward tide has changed all this. Not counting heavier and more bulky goods, 1,200 cars of "package freight" leave St. Louis every night.

Thanks to Uncle Sam's help in improving the Mississippi, St. Louis now is virtually a seaport for export shipments. Barges can haul a million tons annually.

Standing on the great municipal docks, you will see men unloading coffee from Brazil, sisal from Yucatan, mahogany from Central Amerlca, potash from Germany, fruit from Costa Rica, etc., and perhaps loading tank plates for the oil fields of Persia or the Dutch Indies, iron pipe, shoes, stoves, motor cars, wire, rope, grain and meat products.

One-twentieth of all the world's coal is dug within 100 miles of St. Louis. Fuel oil ls piped from the vast mid-continent fields, and from the great Mississippi dam at Keokuk comes cheap electric power.

Probably 50 per ccnt of all our export commerce originates in the Mississippi Valley, and St. Louis exporters enjoy a peculiar geographic proximity to Central and South America, to Mexico and the West Indies.

Connected with the Gulf by many rail routes, as well as by the open river, St. Louis trade is seldom seriously affected by congestion or tie-ups on the North Atlantic seaboard.

St. Louis—Seat of World's Biggest Fur Trade

The story of the State itself begins with the coming of the whites, who set up as fur traders where St. Louis now is. Pierre Laclede Liguest poled his barge up from New Orleans, taking three months to do a trlp which trains now make in 20 hours, and founded a firm which later traded as far west as the Oregon coast.

It was these hardy Missouri traders, indeed, who actually pushed the Hudson's Bay Company back when this British concern had ventured as far south as Utah.

In those early days packs of Missourl furs were carried as far as Montreal for sale. Indians, Canadians and Americans trapped all up the Mississippi and the Missouri, and traded their pelts at St. Louis for hardware, tools, firearms and medicines.

The skins of the bear, the deer and the wildcat, once so common, are now, of course, no longer taken in Missouri in commercial quantlties; but trade in thc pelts of smaller animals has multiplied a hundredfold. It is said the bulk of all furs produced in North America comes from within a radius of 600 miles of St. Louis; and in 1920, 1,068,000 shipments came into this city.

Hardly a village in all America, where a man or a boy does trapping, but sends the pelts to St. Louis. So, famous as the town was as a fur-trade center in the days of Daniel Boone and of Lewis and Clark, the volume then was, oddly, insignificant compared to what it is now.

Time was when Leipzig or the historic Russian fair town of Nizhni Novgorod boasted the world's biggest fur trade; now that honor goes to St. Louis.

Every year raw fur is shipped here from the far countries of thc earth—from Chlna, Australia, Siberia and South America.

One feature of the spring auctions is the sale of many sealskins, all dressed and dyed by foreign experts employed in St. Louls—sealskins belonging to the Unitcd States Government, from the Pribilof Islands off Alaska.

Every backwoods Missouri boy knows how to trap a "varmint," to skin it, and to preserve its pelt; any many an energetic country lad earns snug sums evcry winter from his traps. He knows the old raccoon may eat a little corn, the muskrat may gnaw the carrots, or the mink kill an occasional chicken; but these petty thefts are nothing compared to the value of the pelts.

History of Railroad Development

St. Louis was founded long before the development of the steam railroad, and, for good topographical reasons, upon the west bank of the river, the site selected being the first high rolling ground south of the junction of the Missouri, Mississippi, and Illinois Rivers, then the only means of transportation in a large part of the Middle West.

The railroad development of the United States beginning on the Atlantic seaboard, proceeded generally along east and west lines, and reached the Mississippi, opposite St. Louis, in the early fifties of the last century. The lines were built to the river bank at right angle thereto, and as close to the ferry landings as possible, which accounts for the location of numerous yards side by side in East St. Louis.

Simultaneously with the devclopment on the east side, railway construction began in St. Louis with what is now the main line of the Missouri Pacific, a short section of which was opened for traffic in 1852.

The West was at that time an undeveloped region and the business of the city was with the eastern part of the country; thus St. Louis had its railways located in another state, separated by a great river without bridges, and it is owing to the advantages of this physical and political situation that a large part of the subsequent transportation difficulties of the city are due.

A full twenty years elapsed before the rlver was bridged, and in that time the railway terminals and trunk lines had taken shape upon their present locations. There had been many years of agitation for a bridge. The ferries, upon which the commerce of the city had to be handled to and from the east side, were slow and often interrupted by ice.

The great genlus and untiring cnergy of Captain Eads was finally rewarded by the successful opening of the magnificent structure which bears his name, July 4, 1874.

The bridge was accordingly located in the best place to serve the river interests, in a place where they would be least disturbed. It was not a good location from a railway point of view, as its west end landed upon rising ground, necessitating the use of a tunnel to reach any railway connections in the city.

Almost another twenty years elapsed before the great traffic crossing the Eads Bridge was relieved by the construction of the Merchants Bridge and the Merchants Bridge Terminal Railway. The bridge itself was formally opened May, 1890; but, owing to the fact that adequate connections had not yet been provided, it did not become a factor of importance in the transportation system of the city until the early part of the year 1893—after the elevated structure on the levee, and other important connections had been made on both sides of the river.

The traffic conditions of the city and the nccessity of additional industrial areas for development amply warranted the construction of this bridge at that time. The great industrial development of Granite City, Madison and North St. Louis is due directly to the construction of the Merchants Bridge and Terminal Railway. On the west side of the river the tracks of this company were laid for the most part in city streets, although it huilt the elevated structure on the levee, but from Carr street north to the west approach of the bridge the tracks are almost wholly in public streets, preventing adequate expansion along the line and leading to a slow congested movement of trains.

The mileage of the lines entering St. Louis and East St. Louis is 80,000, or about 30 per cent of the entire mileage of the United States. The lines not members of the Terminal Association are, for the most part, comparatively short local lines aggregating less than 3,000 miles; and with all the trunk lines members of the association, it is apparent that no city in the Unitcd States offers so good an opportunity for unified control and operation of terminal facilities as does the St. Louis and East St. Louis Terminal District.

The McKinley Bridge was completed in 1910 to serve the electric lines of the Illinois Traction System. It is believed that some considerable use can be made of this structure for the carrying of freight across the river, although up to the present time its business has been almost exclusively the handling of passengers and express.

The Municipal Bridge was erected in 1916. Its location is on practically a continuation of the Mill Creek Valley, the natural location for railways leading westwardly from St. Louis, and it is thus in the logical location to handle railway traffic, for which purpose it has a double track railway deck, but as yet not provided with adequate railway connections.

The situation of St. Louis previously referred to, namely, business on one side of the river and freight houses on opposite side, necessarily led at once to the development of a transfer service. First, this was performed by ferry, in which cars were carried across, and by wagons and teams on the ferries. Later, when Eads Bridge was constructed, by teaming across, and at present, both by teams and motor trucks over that structure. Several companies are now engaged in this business, and it has been developed into an efficient operation. Several warehouses of substantial construction have been erected in various parts of the city, which serve as off-track stations for the handling of l. c. l. shipments. A recent development is the use of a tractor with trailer, which affords economical expeditious service between the transfer companies' warehouses and the freight houses of the railway companies. A regular service is maintained by these transfer agencies, so that shipments received in their warehouses up to a certain hour of the day make outgoing freight trains of the various roads in the evening. This service is also largely used by the railroads in transfer of through l. c. l. merchandise handled between connecting lines.

The system in effect in St. Louis has been favorably commented upon by experts studying the handling of l. c. l. freight in large cities.

St. Louis—Always a Conservative City

Long ago St. Louis outgrew Missouri—even the Mississippi Valley. Unique among western cities, St. Louis, with a population of some 800,000, has never enjoyed or suffered a boom. An indefinable air of permanence, of mellow age and ripe judgment, a stability like that of Antwerp or Copenhagen, is the spirit of the place—old, respectable, sure of her position. In 44 years her city limits have not increased.

St. Louis—City of Most Attractive Residences

After visiting the handsomest cities of Europe, travelers have declared that St. Louis has the most attractive residence districts of any city known to them. The homes which compelled this praise, show elegance and comfort without extravagance in architecture, but with no sparing of money or pains in making their surroundings beautiful. In occupying new and extensive residence districts since 1890, homebuilders have created many private parks, giving a wide extension of the park area of the city. Known originally as "places," and now often called "home parks," these frequent open spaces of trees and flowers, often ornamented with fountains and statues, form centers for grouping homes so beautifully that the growth of this habit makes ours a model residence city.

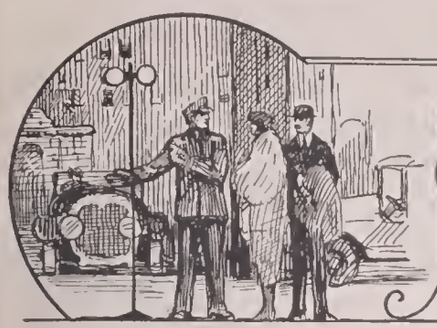
St. Louis—The People's Playground

There are no "keep off the grass" signs in the St. Louis parks. Instead of reserving the parks as highly cultivated spots to appeal alone to a sense of beauty, the city has made them both sightly and useful. They are maintained as big playgrounds of the people, and the public is permitted full freedom without rigid restrictions.

St. Louis—87 Per Cent American Born

Though often called a "German" city, the total of foreign-born in St. Louis is only 13 per cent, as against 32 per cent in Boston, which "looks down" on St. Louis, and 35 per cent in New York.

It has never been a town of get-rich-quick schemes, or "wild-cat" oil and land sharks; rather is there something of the conservative Liverpool or Manchester merchant in the deliberate planning of its traders.



STREET GUIDE

ST. LOUIS, SUBURBAN ST. LOUIS, EAST ST. LOUIS

Showing the Most Convenient Way for Reaching Any Number on Any Street by Street Car—100 Numbers Are Allowed for Each Block.

Streets running north and south are numbered from the dividing line, which is Market street from the river to Jefferson avenue, and Laclede avenue west of Jefferson.

A street described as 500 W. would indicate that it was five blocks west of the Mississippi River. One described as 500 N. would indicate that it was five blocks north of Market street, or north of Laclede. One described as 500 S. would indicate that it was five blocks south of Market street.

Following the description of the street location is the name of the car line that runs closest to the numbers given.

"A" Street. See Ulena Ave.

ABERDEEN PLACE, (Private) N. & S. 6500 W. & 1000 S. From Oakland to Berthold Ave., Market line.

ABERDEEN PLACE, E. to W. 600 S. From Skinker Road to city limits, City Limits line.

ABNER PL. N. & S. From 5359 Terry to Natural Bridge Road. Union Ave. line, walk two blocks west.

ACADEMY AVE. N. & S. 5100 W. From Delmar to Cote Brilliante, 700 to 1100, Olive-Delmar or Hodiamont; 1100 to 1500, Page or Wellston lines.

ACCOMAC. E. & W. 2200 S. From Jefferson to Hawthorne and from 2201 S. Vandeventer to 2200 S. Kingshighway Bl., 2800 to 3100, Fourth line; 4400 to 5000, Southampton line.

ACME AVE. N. & S. 5500 N. From 6335 Emma Ave. north to Florissant Ave., just inside city limits, Bellefontaine line.

ADAMS. E. & W. 400 S. From 21st St. to Ewing, and from Montrose to Ranken, 2100 to 2900, Laclede car, transfer S. on Jefferson line; 3000 to 3400, Market St. Line.

ADELAIDE AVE. E. & W. 5400 N. From Hall to Rosalie, 100 to 1000, Broadway line; 1400 to 4500, Bellefontaine line.

ADELIA AVE. E. & W. 8600 S. From River des Peres to city limits, Broadway line, off at Catalan, go 5 blocks west.

ADELINE. E. & W. 6100 W. From Sulphur to Knox. Manchester, off at Sulphur, go 5 blocks south.

ADKINS AVE. 4532 S. 2 blocks east of Gravois, Cherokee line.

AGNES. E. & W. 3500 N. From Blair to N. 21st St. Lee Ave. line.

AILANTHUS. See Maple Pl.

ALABAMA AVE. 700 W., runs N. to S. From Itaska to River des Peres, 4700 S. to 8500 S. Bellefontaine line.

ALAMO AVE. 6901 E. & W. Clayton to city limits. Market line.

ALASKA AVE. 900 W., runs N. to S. From Osceola to River des Peres, 4400 S. to 8200 S. Bellefontaine line.

ALBERTA. E. & W. 3900 S. From Missouri to Jefferson; 2200 to 2300, Broadway line, and from Louisiana to Grand, 3400 to 3600, Grand line.

ALBERTA PL. E. & W. 3935 S. Grand to 4000 Meramec. Grand line.

ALBERTINE AVE. E. to W. From 5535 Acme 200 feet west, Bellefontaine line.

ALBION PLACE. E. & W. 1500 S. Missouri to Jefferson, 2300 to 2600, Park or Jefferson lines.

ALCOTT AVE. N. to S. From 5437 Kingshighway N. E. to Florissant Ave., 4500 to 5000, Union car; 5200 to 5500, Bellefontalne line.

ALDINE PL. E. & W. From Euclid to Kingshighway, one block north of Easton. Wellston line.

ALEXANDER. N. & S. 4000 W. From Chippewa to Keokuk, 3800 to 4000 S., Cherokee line.

ALFRED AVE. N. & S. 4500 W. From Shenandoah to Magnolia, 2500 to 2700, Southampton line, and from Arsenal to Fyler; 3100 to 3300, Tower Grove line.

ALGERNON AVE. N. & S. 2000 W. From Warne to Harris, Bellefontaine line, off at 4000 West Florissant, 2 blocks east

ALHAMBRA COURT. N. & S. 3540 Sidney St. to Magnolia. Grand line.

ALICE AVE. E. & W. 2000 W., and from Warne to 4101 Rosalie, Bellefontaine line.

ALLEMANIA ST. N. & S. From 7240 Gravois to 7241 Helvetia. Cherokee line.

ALLEN AVE. E. & W. 2000 S. From Broadway to Compton, 700 to 1200, Broadway line; 1200 to 1700, Cherokee line; 1700 to 2800, Fourth St. car; 2900 to 3200, Compton Heights line.

ALLEN MARKET LANE. E. & W. 2100 S. From 12th to 13th, Cherokee line.

ALMA AVE. E. & W. 6600 S., 4300 W., from Morganford Road to Parkwood Pl., also from Gravois to Kingshighway. Cherokee line.

ALPHA AVE. E. & W. From North Pointe Pl. to Wabash Ry. Wabash Ry. to Jennings, Mo.

ALSACE AVE. E. & W. 3600 N. From Marcus to Kingshighway, 4700 to 4900, Marcus or Natural Bridge lines.

ALTMAN AVE. (Private.) N. from Calvary ave. east of Broadway, Broadway line.

AMANDA. E. & W. 1900 S. From Sulphur to Knox, 6100 to 6200, Manchester, off at Sulphur, go 3 blocks south.

AMELIA AVE. E. & W. 4900 Wren to 4800 Partridge, Union or Bellefontaine lines.

AMERICA AVE. N. & S. 6900 W. From Mitchell to Glades Ave. Manchester line to McCausland, walk 4 blocks north.

AMHERST PL. (Private.) N. & S. 1200 N. 5970 west, between Plymouth and Page and between Hamilton and Hodiamont. Page Ave. line.

AMHERST TERRACE. N. & S. 1424 N. and 5930 Wells, south. Wellston car.

ANCHOR ST. N. & S. 4800 Fairfield Pl. to River des Peres. Cherokee line.

ANDERSON AVE. E. & W. 4300 N. From Newstead to Euclid, 4300 to 4700 Taylor Ave. line; 4700 to 4900, Natural Bridge line, off at Euclid, go 6 blocks north.

ANGELICA. E. & W. 4100 N. From Wharf to 25th St., 1 to 1000, Broadway line; 1000 to 2500, Bellefontaine or Lee lines.

ANGELRODT. E. & W. 3400 N. From Wharf to Branch, 1 to 1000, Broadway line; 1000 to 2600, Bellefontaine.

ANN AVE. E. & W. 2200 S. From Broadway to California, 700 to 900, Broadway line; 900 to 1300, Cherokee line; 1300 to 2200, Fourth St. line; 2200 to 2800, Jefferson line.

ANNA ST. West from Mo. Pac. R. R. to city limits. 2900 S., Manchester line.

ANNETTA ST. S. to N. 8600 N. from Hornsby to Estella Ave. Broadway through car.

ANTELOPE. E. & W. 7800 N. From Broadway E., 500 to 600, Broadway.

ARCADE AVE. N. & S. 5600 W. From Maple to Hodiamont tracks. Hodiamont line.

ARCH. N. & S. 700 W. From Humboldt to Aurora, Broadway line, off at 7200 N., go 2 blocks east.

ARCO AVE. E. & W. From 4215 Manchester Ave. to S. Kingshighway Bl. Market line.

ARGYLE PL. 225 N. Euclid West. Olive-Maryland or Taylor lines.

ARKANSAS AVE. N. & S. 3500 W. From Shenandoah to Osage, 2300 to 4000, Grand Ave. line, go 1 block east.

ARLINGTON AVE. N. & S. 5400 W. From Page to Natural Bridge Road, and from Brown to Hazel, 5373 Kingshighway N. E. to 5374 West Florissant, 1300 to 1500, Page line; 1500 to 1700, Wellston line; 1700 to 5500, Union car, go 1 block west.

ARMAND. E. & W. 2300 S. From Jefferson to California, 2600 to 2800, Jefferson line.

ARMSTRONG AVE. N. & S. 2200 W. From Chouteau to Park, 1000 to 1200, Manchester line; 1200 to 1500, Park line.

ARNOLD PL. (Private.) E. to W. From 2474 Kingshighway N. E., running north. Bellefontaine line.

ARNOT AVE. See Rosalie.

ARSENAL. E. & W. 3100 S. From Wharf to City Limits, 1 to 700, Broadway line; 700 to 2600, Natural Bridge line; 2600 to 3000, Jefferson line; 3000 to 3600, Fourth St. line; 3600 to 6800, Tower Grove line; 6800 to 7100, Manchester line.

ARTHUR AVE. E. & W. 3400 S. From Regal Pl. to Sulphur, 5500 to 6000, Tower Grove line, go 3 blocks south; and from Ivanhoe to River des Peres, Frisco Ry. train to Gratiot to Lindenwood.

ARUNDEL PL. E. & W. From Skinker Road to city limits. City Limits line.

ASHBY AVE. E. & W. From 5430 N. Euclid to 5431 N. Kingshighway Bl. Bellefontalne line.

ASHLAND AVE. E. & W. 3500 N. From Prairie to Euclid; 3800 to 4000, Vandeventer line; 4000 to 4200, Sarah St. line; 4200 to 4600, Taylor Ave. line; 4600 to 4900, Marcus; from Union to 5500, Union car.

ASHLAND COURT. E. & W. From 3420 Marcus (4700 W.), Marcus or Natural Bridge lines.

ASHLAND PL. See Camellia Ave.

ASHLEY. E. & W. 1230 N. From Wharf to Broadway, 1 to 700, Broadway line.

ASTRA AVE. E. & W. From Vivian Ave. to Butler Ave.

ATCHISON PL. N. & S. 1420 W. From Wash to Carr, 1000 to 1100, Hodiamont line.

ATHLONE AVE. S. to N. 4301 Lee to 4200 West Florissant, Sarah or Lee lines; also E. to W. 5800 Hall to 5800 N. Broadway. Broadway line.

ATKINS AVE. See Adkins Ave.

ATLANTIC. E. & W. 700 S. From 22nd St. to Spring, 2200 to 2900, Jefferson line; 3000 to 3700, Market line.

AUBERT AVE. N. & S. 4943 W. From Delmar to Easton, and from 4900 Penrose north about 800 feet, 700 to 900, Olive-Delmar line; 900 to 1100, Hodiamont line; 1100 to 1400, Page line; 1400 to 1600, Wellston line; 4200 N., Natural Bridge line.

AUBERT PLACE TERRACE. E. & W. 900 N. From Euclid to Bayard. Hodiamont line.

AUDUBON AVE. E. & W. 400 S. From Taylor to Kingshighway. 4500 to 4900, Taylor Ave. line.

AURORA. E. & W. 7400 N. From Wharf to Broadway, 1 to 700, Broadway line.

AUSTIN. E. & W. 700 S. From 12th to 18th, 1200 to 1500, Bellefontaine line; 1500 to 1800, Park or Compton lines.

AUSTRIA AVE. N. & S. From 7300 Gravois, Cherokee line.

"B" ST. See Steffens Ave.

BACON. N. & S. 3500 W. From Cass to St. Louis, 1700 to 2800 N., Grand Ave. line, go 1 block east.

BADEN. E. & W. 8200 N. From Broadway to Maline creek, and from Church Road westward one and one-half blocks, 200 to 800, Broadway line.

BAILEY AVE. E. & W. 4000 N. From Glasgow to Grand, 3000 to 3600, Grand Ave. line.

BALDWIN. N. & S. 2832 Benton W. From Benton to St. Louis Ave., 2500 to 2800, Cass line, go 1 block east.

BALSON. E. & W. 2400 S. From Ecoff to Mo. Pac. Ry., 6800 to 6900, Manchester line, go 2 blocks south.

BAMBERGER AVE. N. & S. 3800 W. From Potomac to Keokuk, 3500 to 4000, Cherokee line.

BANCROFT AVE. E. & W. 4300 S. From Kingshighway to Hampton, 4900 to 5800, Southampton line, and from McCausland Ave. to city limits, 7000 to 7200, Frisco Ry. to Lindenwood.

BARRACKS AVE. N. & S. 200 W. From Cherokee to Cahokia, 3400 to 3900, Broadway line, go 5 blocks east.

BARRETT. E. & W. 3900 N. From Glasgow to Grand. 3200 to 3600, Grand line.

BARRON AVE. N. & S. 5300 W. From Wise to Manchester Road, 1200 to 1400, Manchester line.

BARRY. E. & W. 1500 S. From Wharf to 9th St., 1 to 900, Broadway line.

BARTLE AVE. N. & S. 4123 W. Crossing Papin, 800 to 1000, Manchester or Sarah lines, go 1 block west.

BARTMER AVE. E. & W. 1300 N. From Union to western city limits, 5500 to 5900, Page line; 5900 to 6200, Hodiamont line.

BARTON. E. & W. 2400 S. From Wharf to 18th St., 1 to 1000, Broadway line; 1000 to 1800, Cherokee line.

BATES. E. & W. 5600 S. From Broadway to Gravois, 1 to 400, Broadway line; 400 to 3600, Bellefontaine line; 3600 to 4200, Oak Hill branch of Mo. Pac. Ry. to Bates Station; 4200 to 4600, Cherokee line.

BAY. N. & S. 2622 W. From Keokuk to Osage, 3900 to 4000, Broadway line.

BAYARD AVE. N. & S. 4800 W. From Delmar to Easton, 700 to 900, Olive-Delmar line; 900 to 1200, Hodiamont line; 1200 to 1500, Page or Wellston lines; from 4800 St. Louis to 4800 Ashland, Cass line.

BEACH AVE. N. & S. 5936 W. From Maple south, 900 to 1000, Hodiamont line.

BEACON AVE. S. to N. 5501 Kingshighway N. E. to Florissant, Union or Bellefontaine lines.

BEATRICE AVE. In county west of Isadore to Wagner Terrace, between Plymouth and Wagner Avenues, Hodiamont line.

BEAUMONT. N. & S. 2700 W. From Franklin to Clark, 300 S. to 300 N., Market St. line; 300 N. to 500 N., Olive line; 600 to 900, Page line.

BEAUTY ALLEY. E. to W. 2200 Shenandoah to 2400 Indiana. Bellefontaine line.

BECK AVE. E. & W. 3700 S. From Oak Hill to Kingshighway, 4100 to 4300, Cherokee line, 4300 to 4900, Southampton line.

BEETHOVEN AVE. E. to W. 4431 Gravois to 4440 Ridgewood. Cherokee line.

BELL AVE. E. & W. 900 N. From Ewing to Vandeventer, 2900 to 3900, Hodiamont line.

BELLEFONTAINE ROAD. E. & W. 4400 N. From Broadway to 11th St., 800 to 1100, Broadway line.

BELLE GLADE AVE. N. & S. 4135 W. From Easton to Kennerly, 1500 to 1800, Wellston line; 1500 to 2600, Sarah St. line, go 1 block west.

BELLEVIEW. N. & S. 1100 W. From Linton to O'Fallon Park, 5200 to 5400, Broadway line, to 1 block west.

BELLEVIEW AVE. S. & N. From 7200 Manchester Ave. to Clayton Road. City Limits line.

BELMONT. E. & W. 300 S. From 14th to 16th Sts., 1400 to 1600, Belt line.

BELT AVE. N. & S. 5500 W. From Pershing to Ashland, 300 to 500, University-Olive line; 700 to 900, Olive-Delmar line; 900 to 1100, Hodiamont line; 1100 to 1400, Page line; 1400 to 2500, Wellston line; 2500 to 2800, Cass line.

BENDICK AVE. N. & S. 3300 S. 6640 W. Tower Grove line to Watson Road, S. W. to Fyler Ave.

BENEDICT AVE. N. & S. 100 W. From east Grand Ave. to Adelaide, 4800 to 5400, Broadway line, go 4 blocks east.

BENJAMIN. E. & W. 3800 N. From Florissant to 23rd St., 2100 to 2300, Lee Ave. line.

BENNETT COURT. (Private.) South from 6514 Southwest Ave., 2700 S., Tower Grove line, walk 1 block west.

BENT AVE. N. & S. 4200 W. From Arsenal to Tholozan, 3100 to 3700, Tower Grove line.

BENTON. E. & W. 2500 N. From 1st to Garrison, 1 to 900, Broadway line; 900 to 1300, Bellefontaine line; 1300 to 1900, Lee Ave. line; 1900 to 2300, Belt line; 2300 to 2700, Jefferson line; 2700 to 3000, Cass line.

BENTON PL. N. & S. 2200 W. From Hickory to Park, Park or Compton Heights line.

BENTON TERRACE. N. & S. 6820 Manchester Ave. to 6820 Waidemar. Manchester car.

BERLIN AVE. See Pershing Ave.

BERNARD. E. & W. 500 S. From Jefferson to Spring, 2600 to 3700, Market St. line.

BERNAYS AVE. See Union Ave.

BERTHA AVE. 6100 W. From 1333 Hodiamont to City Limits. Hodiamont car.

BERTHOLD AVE. E. & W. 1150 S. Kingshighway to 1101 McCausland Ave. Market line.

BESSIE AVE. E. & W. 4225 N. From Newstead Ave., 1 block west. 4400 to 4500, Lee or Taylor Avenue lines.

BEVERLY PL. (Private.) N. From 5435 Delmar, running north to Enright Ave. Olive-Delmar line.

BEWEN AVE. E. & W. 7360 Gravois Ave. and 4800 W., Cherokee line.

BIDDLE. E. & W. 1200 N. From Wharf to Jefferson, 1 to 800, Broadway line; 800 to 1400, Lee Ave. line; 1400 to 2600, Natural Bridge line.

BILLON AVE. N. & S. 6100 W. From Oakland to Manchester, 1100 to 1300, Market St. line; 1400 to 1700, Manchester line.

BINGHAM AVE. E. & W. 4300 S. S. Grand to Morganford Road, also from alley west of Morganford Road to Ridgewood, 3600 to 3900, Grand Ave. line; 3900 to 4300, Cherokee line.

BIRCHER. E. to W. 4500 N. Euclid to city limits. Union line.

BIRCHER PL. (Private.) S. to N. 4500 Kingshighway, N. E., about 300 feet south Bellefontaine line.

BIRGE PL. E. & W. 3000 N. From Euclid to Union. 4900 to 5300, Cass line, go 2 blocks north.

BISCHOFF AVE. E. & W. 2200 S. From Kingshighway to Subiette, 4900 to 5500, Southampton line.

BISMARCK. See Fourth St. S.

BISQUE. N. & S. 9000 N., near Bissell's Point Broadway line or Alton Suburban train on Burlington Road.

BISSELL. E. & W. 4500 N. From Broadway to Florissant, 1100 to 1500, Broadway line; 1500 to 2200, Bellefontaine line.

BITTNER. E. & W. 8100 N. From Wharf to Switzer Ave., 100 to 1100, Broadway line.

BLACKSTONE AVE. N. & S. 5700 W. From Etzel to Easton, 1100 to 1300, Page line; 1300 to 1500, Weliston line.

BLAINE AVE. E. & W. 1600 S. From Grand to Tower Grove, 3600 to 4000, Park line; 4000 to 4300, Vandeventer line.

BLAIR AVE. N. & S. From 1435 Biddle to College, 1300 to 3700, Lee Ave. line; 3700 to 5200, Bellefontaine.

BLASE AVE. E. & W. 7832 N. From Broadway east. Broadway line.

BLEECK AVE. E. & W. 2500 S. From Ecoff to Mo. Pac. Ry. Manchester line, off at Ecoff, go south 3 blocks.

BLENDON AVE. N. & S. 7100 W. From Wise to Oakland Ave. Market St. line.

BLENDON PL. N. & S. 7100 W. From Oakland to Manchester Ave., City Limits line.

BLOW. E. & W. 7100 S. From Wharf to Morganford Road, and from 6959 Gravois to 720 feet west of Brunswick, 1 to 300, Broadway line; 300 to 3800, Bellefontaine line; 3800 to 4800, Cherokee line.

BOARDMAN. N. & S. 5000 Northrup to 5000 Bischoff. Southampton line.

BONITA AVE. E. & W. 4735 W. and 6436 on Kingshighway, from Aima to Kingshighway. Cherokee line.

BOTANICAL AVE. E. & W. 2300 S. From Grand to Tower Grove. From 2600 Alfred to 5100 Southwest Ave., and from 2400 Sublette to January, 3600 to 4100, Park or Compton lines; 4200 to 4300, Vandeventer line; 4500 to 5200, Southampton line; 5300 to 5700, Tower Grove line.

BOWEN. E. & W. 6200 S. From Wharf to Idaho. River to 300 west, Broadway line; 300 to 800, Bellefontaine; also from Grand-Kingshighway to Dewey Ave. Bellefontaine line.

BOWMAN AVE. E. & W. 6200 W. From Simpson to Elizabeth, in Clifton Heights, Tower Grove line.

BOYCE AVE. E. & W. 500 S. 4100 to 4300, Sarah line.

BOYLE AVE. N. & S. 4300 W. From Olive to 1500 S. 1 to 400 N., Laclede Ave. line; 400 to 500 N., Olive St. lines; 1 to 700 S., Laclede line; 700 to 1000 S., Market St. line; 1000 to 1500 S., Vandeventer or Manchester lines.

BRADLEY AVE. E. & W. 3200 S. From Ivanhoe to Frisco Ry. 6700 to 7000, Frisco Ry. to Gratiot station, 2 blocks south.

BRANCH. E. & W. 3100 N. From Wharf to Florissant, 1 to 1100, Broadway line; 1100 to 1400. Bellefontaine line; 1400 to 2200, Lee Ave. line.

BRANCONIER PL. 2400 N. From Euclid east. Marcus Ave. line.

BRANNON AVE. N. & S. 5300 W. From Southwest Ave. to Scanlan and from Bancroft to Nottingham. 2700 to 3200, Tower Grove line; 4300 to 4800, Southampton line.

BRANTNER PL. E. & W. 1425 N. From Webster to Francis. 3100 to 3500, Wellston line.

BREMEN AVE. E. & W. 3900 N. From Wharf to Natural Bridge Road. 100 to 900, Broadway line; 1000 to 2000, Bellefontaine line; 2100 to 2500, Lee Ave. line.

BRENNAN AVE. E. & W. 5926 Winton Ave. to Darby. Kirkwood-Ferguson line.

BROADWAY. N. & S. 500 W. From northern city limits to southern city limits. 9000 N. to 8800 S. Broadway.

BROCK ST. N. & S. From Pleateau, 6700 west, walk four blocks north. Manchester line.

BROCKETT PL. South to north, about 4100 west. 5200 south, Waish St. to Eichelberger St., Cherokee line.

BROCKSCHMITT PL. E. & W. 1500 S. From Tamm Ave. west, 6400 to 6500, Manchester line, 2 blocks north.

BROOKLYN. E. & W. 1800 N. From Wharf to 12th St. 1 to 900, Broadway line; 1000 to 1200, Bellefontaine.

BROWN AVE. E. & W. 4150 N. From Kingshighway to Semple. 5000 to 5600, Union car.

BRUNO. E. & W. 2200 S. From Forest Ave. to western city limits. 6900 to 7200, Manchester line, go 3 blocks north.

BRUNSWICK. N. & S. 7000 S. and 5200 W. 2 blocks west of Gravois Ave. Cherokee line.

BUCHANAN. E. & W. 3300 N. From Wharf to Branch. 1 to 900, Broadway line; 1000 to 1500, Bellefontaine line.

BUCK AVE. S. from 6600 Dale Ave. Manchester line.

BUCKINGHAM COURT. From 25 N. Euclid, running west about 300 ft. Taylor or Laclede lines.

BUENA VISTA ST. From 6940 Alamo to 6940 Bonita. Market line.

BULWER AVE. N. & S. 200 W. From east Grand Ave. to Calvary Ave. 4800 to 7500. Broadway line.

BURD AVE. N. & S. 5560 W. From Minerva to St. Louis. 1400 to 2500, Wellston line; 2500 to 2900, Cass line.

BURGEN AVE. 5700 South, east and west from Morganford Road, about 1,000 feet east Cherokee line.

BUSCH PL. N. & S. 1100 W. From Pestalozzi to Arsenal. 2900 to 3000, Natural Bridge line.

BUSCHMAN. N. & S. 50 W. and 4200 N. Near Merchants' Bridge. From Penrose to Ferry, 4200 to 4300, Broadway line.

BUTLER AVE. S. to N. 6000 Garesche Bl. to 6000 West Florissant. Bellefontaine line.

BYRON PL. N. & S. 7300 W. In Greenwood. From Commonwealth to Esplanade, west of River des Peres. Manchester line.

CABANNE AVE. E. & W. 1100 N. From Kingshighway to Hamilton. 5000 to 5900, Hodiamont line, and from Eastgate to North Drive, Delmar-Olive line.

CABANNE CT. S. & N. 6045 W. Cabanne to Hodiamont Tracks. Hodiamont line.

CABANNE WAY. A walk north from Delmar to Cabanne Ave. 5700 W. Olive-Delmar line.

CADET AVE. E. & W. 1200 S. From Manchester to Kingshighway. 4800 to 4900, Taylor Ave. line or Manchester.

CAHOKIA. E. & W. 3900 S. From Wharf to Marine. 1 to 200, Broadway line.

CALDWELL AVE. See Kingshighway S. E.

CALHOUN AVE. E. & W. 1860 S. From 11th to 14th Sts. 1100 to 1400, Cherokee line.

CALIFORNIA AVE. N. & S. 2800 W. From Chouteau to Osceola. 1000 to 1300, Manchester line; 1300 to 1900, Compton line; 1900 to 2800, Fourth St. line; 2900 to 4400 S., Bellefontaine line.

CALL AVE. N. & S. From Mill St., south half block, first alley west of Leffingwell. Wellston line.

CALVARY AVE. E. & W. 7500 N. From Wharf to 5250 W. Florissant; 300 to 800, Broadway line; 1400 to Florissant, Bellefontaine line.

CALVIN AVE. E. & W. 4400 N. From Euclid to Marcus. 4800 to 4900, Natural Bridge line, off at Marcus, go 7 blocks north.

CAMELIA AVE. N. & S. 4400 W. and 4000 N. From Lee to Kossuth. 4000 to 4100, Taylor Ave. line, go 1 block west.

CAMPBELL AVE. E. & W. 6500 N. From Hall to Broadway, 300 to 800, Broadway line.

CANAAN AVE. E. to W. From 8600 N. Broadway. Broadway line.

CANTERBURY AVE. E. & W. 3200 S. From River des Peres to Maplewood Station, 7100 to 7400, Manchester line.

CANTON AVE. See Ashland Ave., west of Union.

CARDINAL AVE. N. & S. 3100 W. From Easton to Park. 1 N. to 200 N., Laclede line; 200 to 400 N., Olive line; 400 N. to 800 N., Page line; 800 to 1000, Hodiamont line; 1000 to 1200, Wellston line; 1 to 200 S., Laclede line; 300 to 700 S., Market St. line; 700 to 1200 S., Manchester line; 1200 to 1500, Park line.

CARLSBAD AVE. N. & S. 6100 S. 4500 W. From Kansas St. north. Cherokee line.

CARLYLE AVE. E. & W. 1600 S. From Macklind to Sublette, 5400 to 5600, Manchester line, 1 block south.

CARNEGIE PL. Near Benton Park. Jefferson Ave. line, get off at Utah, go 1 block east.

CAROLINE. E. & W. 1400 S. From Jefferson to Grand. 2600 to 3600 Park Ave. line, go 2 blocks north.

CARPENTER PL. N. & S. 3800 W. From Morgan south one-half block. Hodiamont line.

CARR. E. & W. 1100 N. From Wharf to Jefferson, 1 to 500, Broadway line; 600 to 2600, Natural Bridge line, or Hodiamont line.

CARR LANE AVE. N. & S. 3523 W. From Chouteau to St. Vincent. 1100 to 1500, Grand Ave. line, go 1 block east.

CARR SQUARE. 1000 N. 1500 W. Selby-Atkinson. Carr and Wash Sts., Lee, Natural Bridge and Hodiamont lines.

CARRIE AVE. E. & W. 6200 N. From Hall to Newstead. 300 to 900, Broadway line; 4500 to 4600, Bellefontaine line.

CARRIE AVE. 6900 W. on Southwest Ave., between Ecoff and Hermitage. Manchester line.

CARROLL. E. & W. 1600 S. From Wharf to 18th St. 1 to 700, Broadway line; 800 to 1000, Natural Bridge line; 1100 to 1300, Cherokee line; 1400 to 1800, Fourth line.

CARTER AVE. E. & W. 4300 N. From Tower Grove to Shreve and from Marcus to Euclid, 3000 to 4800, Lee Ave. or Bellefontaine line; or 3000 to 3700, Grand line; 3900 to 4200 Sarah St. line; 4200 to 4700, Taylor line; 4800 to 4900, Bellefontaine.

CASS AVE. E. & W. 1500 N. From 1st to Prairie, 1 to 700, Broadway line; 800 to 2900, Cass line; 3000 to 3100, Natural Bridge line; 3200 to 3700 Grand line.

CASTLEMAN AVE. E. & W. 2000 S. From Grand to Tower Grove Ave., 3600 to 3800, Grand line; 3800 to 4100, Park line; 4100 to 4300, Vandeventer line.

CATALAN. E. & W. 8600 S. From Wharf to Virginia. 1 to 600, Broadway line.

CATALPA. N. & S. 6035 W. From Cabanne to Maple. 900 to 1000, Hodiamont line.

CATES AVE. E. & W. 1000 N. Kingshighway Bl. to Union Bl., and from 845 N. from Belt to Hodiamont, 5600 to 6000. Olive-Delmar or Hodiamont.

CAVE. E. & W. 3350 S. From Broadway to 9th St. 700 to 900, Broadway.

CECIL PL. N. & S. 6800 Gravois to Salsburger. Cherokee line.

CEDAR. E. & W. 743 S. From 1st to 4th Sts. 100 to 400, Fourth or Tower Grove lines.

CENTER. E. & W. About 6250 McPherson to city limits. City Limits line.

CENTRAL AVE. (Private.) N. & S. from 6800 Clayton to Plateau, Market line.

CENTURY PL. Now Montclair Pl.

CERRE. E. & W. 700 S. From 4th to 12th Sts. 400 to 700, Broadway line; 700 to 1200, Lee line.

CHADWICK. E. & W. 8800 S. From Vulcan to Polk, 400 to 500, Broadway.

CHAIN AVE. E. & W. 11,100 N. From Columbia Bottom Road east. Broadway line or Water Works line.

CHAMBERLAIN AVE. E. & W. 1100 N. 5500 W. from Belt to Goodfellow. 5500 to 5700, Page line; also 6500 to 6600 W., Kirkwood-Ferguson line.

CHAMBERS. E. & W. 2000 N. From Wharf to Sixteenth St. 1 to 700, Broadway line; 800 to 900, Belt line; 1000 to 1300, Bellefontaine line; 1400 to 1600, Lee Ave. line.

CHANNING AVE. N. & S. 3400 W. From Thomas to Market St. 1 N. to 200 N., Laclede Ave. line; 300 to 500 N., Olive St. lines; 500 to 700 Page lines; 800 to 1100, Hodiamont line; 1600 to 1200, Wellston line; 1 S. to 300 S., Market St. line.

CHARITON. E. & W. 4300 S. From Piedmont to Compton, 2600 to 2700, Broadway line; 2800 to 3200, Bellefontaine line.

CHARLESS AVE. E. & W. 2400 S. From Beauty Alley to Jefferson, 2300 to 2600, Jefferson line.

CHELTENHAM AVE. See West Park Ave.

CHEROKEE. E. & W. 3400 S. From Wharf to Grand. 1 to 1300, Broadway line; 1300 to 3600, Cherokee line.

CHERRY LANE. E. & W. 4300 W. From Morganford Road to Alfred Ave., between Humphrey and Wyoming. Tower Grove car and walk south 5 blocks.

CHESTER ST. (Private.) 5350 W. N. from North Market St., between Union and Arlington Aves. Cass or Union Ave. car.

CHESTNUT. E. & W. 100 N. From Wharf to Jefferson. 1 to 2600, Marketl ine.

CHEVROLET AVE. 5900 Lexington to 5930 Natural Bridge Ave. Kirkwood-Ferguson line.

CHILDRESS AVE. N. & S. 6500 W. From Clayton Road to Nashville. 1300 to 1500, Market line.

CHIPPEWA, E. & W. 3800 S. From Wharf to Kingshighway, 1 to 3800, Lee line; 3800 to 4300, Cherokee line; 4300 to 5000, Southampton line.

CHOUTEAU AVE. E. & W. 1000 S. From Wharf to Kingshighway. 1 to 1800, Tower Grove line; 1800 to 2100, Park or Compton lines; 2100 to 4100, Manchester line; 4100 to 4900, Market line.

CHRISTIAN AVE. E. & W. 7900 N. From Broadway east. Broadway line.

CHRISTY AVE. N. & S. From Beethoven to Eichelberger, 4400 west, Cherokee line.

CHRISTY LANE. (Private.) Eastward from Gravois Ave., 2 blocks long, 2 blocks south of Osceola. Cherokee line.

CHURCH ROAD. N. & S. 8400 N. on Broadway, 1100 west. From Bittner to Wall St. Broadway line; go 1 block west.

CINTRA AVE. N. & S. 4600 W. From Penrose to Carter Ave. 3600 to 4200, Taylor line.

CLARA AVE. N. & S. 5600 W. From 5600 Pershing. 300 to 500, University-Olive line; to Natural Bridge Road and north, 500 to 800, Olive-Delmar line; 900 to 1100, Hodiamont line; 1200 to 1400, Page Ave. line; 1400 to 2500, Wellston line; 2600 to 3700, Cass line.

CLARA PL. N. & S. 4950. From Slevin north. 4100 to 4200, Natural Bridge line, off at Euclid, 4 blocks north.

CLARENCE AVE. N. & S. 4300 W. From Ashland to Lee Aves., and from Penrose to Carter. Taylor line.

CLARENCE AVE., EAST. E. & W. 6000 N. From Hall to 6000 N. Broadway. 300 to 900, Broadway line.

CLARENDON AVE. N. & S. 5200 W. From Delmar to Page, 700 to 800, Olive-Delmar; 900 to 1133, Hodiamont line; 1200 to 1300, Page line.

CLARK AVE. E. & W. 300 S. From Wharf to 3300 Market and from Rankin to Spring. 1 to 400, 4th St. line; 400 to 700, Broadway line; 800 to 1800, Belt line; 2000 to 3200, Market St. line.

CLARKSON PL. N. & S. 3800 W. From Enright Ave., running south 200 feet. Hodiamont line.

CLAXTON AVE. 5337 Kingshighway N. E. to 5340 West Florissant. Union line.

CLAY AVE. N. & S. 4100 W. From Labadie to Carter Ave. 3500 to 4300, Sarah St. line.

CLAYTON AVE. E. & W. 500 S. From 600 S. Vandeventer to city limits. 4000 to 7000 Market St. line.

CLAYTON ROAD. E. & W. 6900 W., 900 S. From Skinker Road to Clayton Ave. Market line.

CLEARY AVE. N. & S. 2223 W. From O'Fallon to Cass. Cass line.

CLEMENS AVE. E. & W. 745 N. From Belt to Hodiamont. 5600 to 6000, Olive-Delmar; from 800 Rosedale to 800 Westgate, Olive-Delmar line.

CLEON. N. & S. 250 W. From President to Miami. 3600 S. to 3700 S., Broadway line, go 1 block east.

CLEVELAND AVE. E. & W. 2323 S. From Grand to Tower Grove Ave. 3600 to 4100, Compton line; 4100 to 4300, Vandeventer.

CLIFTON AVE. N. & S. 6200 W., in a curved line from Elizabeth Ave., 5200 south, to Marmaduke Ave., 2900 south. Tower Grove line.

CLIFTON PL. E. & W. 1445 N. From Webster to Francis. 3100 to 3500, Wellston line.

CLINTON. E. & W. 2200 N. From Wharf to 17th St. 1 to 900, Broadway line; 900 to 1200, Bellefontaine line; 1200 to 1700, Lee line.

CLINTON PL. E. & W. 2150 N. From 11th to 12th Sts. Bellefontaine line.

CLYDE TERRACE. E. & W. From 1401 Prather Ave. to McCausland Ave. 6800 west, walk south, Market St. line.

COALBANK ROAD. E. & W. 11,133 N. on Broadway. From Columbia Bottom Road west. Broadway and Waterworks lines.

COALTER AVE. See Rowan.

COCKRILL. N. & S. 6200 W. From Page to Ridge, 1200 to 1400, Page or Hodiamont lines.

COLEMAN. N. & S. 3200 W. From Magazine to Garrison. 1700 to 2600, Natural Bridge line.

COLLEGE AVE. S. to N. 3930 Penrose to W. Florissant. Bellefontaine car.

COLLEGE AVE., EAST. East to west from 5330 N. Broadway to 3927 W. Florissant. 800 to 1500, Broadway line; 1900 to 2100, Bellefontaine line.

COLLINS. N. & S. 219 W. From Franklin to Florida. 1100 to 1600, Broadway line.

COLOGNE AVE. E. & W. 5700 S. on Gravois Ave., westward to 5400. Cherokee line.

COLORADO AVE. 800 W. Runs N. to S. From Dover to Loughborough. 5800 S. to 6900 S., Bellefontaine line.

COLUMBIA AVE. E. & W. 2600 S. From Kingshighway to Tamm. 4900 to 5300, Southampton line; 5400 to 6400, Tower Grove line.

COLUMBIA BOTTOM ROAD. See Riverview Drive.

COLUMBIA SQUARE. 1100 N. 1000 W. Carr to Biddle Sts., Tenth to Eleventh St. Bellefontaine, Lee, Natural Bridge, McKinley System.

COMMERCIAL. N. & S. 50 W. From Angelrodt to Franklin and from Washington Ave. to Elm. 1 N. to 3400 N., Broadway line; 1 S. to 200 S., Fourth St. line.

COMMONWEALTH AVE. N. & S. 7300 W. and 3000 S. Mo. Pac. or Frisco Ry. to Maplewood or Manchester line, go south on Sutton Ave.

COMPTON AVE. N. & S. 3200 W. From Easton to Bowen. 1. N. to 200 N., Laclede Ave. line; 300 to 500 N., Olive St. lines; 500 to 800, Page line; 900 to 1100, Hodiamont line; 1200 to 1300, Wellston line; 1 S. to 200 S., Laclede line; 300 to 800 S., Market St. line; 1000 to 1300 S., Manchester line; 1400 to 2800 Compton Heights line; 2900 to 3200, Fourth St. line; 3200 to 3600, Cherokee line; 3700 to 4000, Lee line; 4100 to 6200, Bellefontaine line.

CONCORD PL. N. & S. 8432 N. and 830 W. Broadway line.

CONCORDIA AVE. E. & W. 5700 S. and 4100 W. Eastward from Morganford Road, Cherokee line.

CONDE. N. & S. 1900 W. From Linton to Adelaide. 5200 to 5400 N., Broadway line.

CONDUIT AVE. North from Dodridge St., 3 blocks east of Broadway, 8500 N. and 500 W. Broadway line.

CONGRESS. E. & W. 2717 S. From Lemp to McNair. 1900 to 2100, Cherokee line

CONNECTICUT AVE. E. & W. 3133 S. From Louisiana to Brannon. 3400 to 3800, Grand line; 3900 to 5300, Tower Grove line.

CONVENT. E. & W. 1200 S. From Wharf to 4th St. 100 to 400, Broadway line.

CONVENT ALLEY. E. & W. 1200 S. From Dillon to Grattan. Bellefontaine line.

COOK AVE. E. & W. 1200 N. From Leonard to Taylor. 3400 to 4400, Page line.

COOPER. N. & S. 5200 W. From Northrup to 5200 Southwest Ave. 1700 to 2400, Southampton line.

COPELIN AVE. E. & W. 1800 S. From Compton to Louisiana. 3100 to 3400, Tower Grove line.

CORA AVE. N. & S. 4600 W. From 4615 Page Bl. to Margaretta. 1300 to 1400, Page line; 1600 to 2300, Wellston line; 2300 to 2800, Spalding line; 2800 to 3500, Cass line.

CORNELIA. E. & W. 4400 N. From 1st to Broadway. 100 to 400, Broadway line.

COTE BRILLIANTE AVE. E. & W. 1800 N. From Grand Ave. to western city limits. 3600 to 6000, Wellston line, go 3 blocks north.

COTTAGE AVE. E. & W. 2500 N. From Grand to Marcus. 3600 to 3800, Natural Bridge line; 3800 to 4000, Vandeventer line; 4200 to 4700, Taylor line.

COTTAGE ST. E. & W. 2500 Hodiamont tracks to 2500 Kienlien. Hodiamont line.

COURTOIS. E. & W. 7800 S. From Wharf to River des Peres. 1 to 300, Broadway line; 400 to 3700, Bellefontaine line

COWAN AVE. E. & W. 5050 N. From Broadway to Hutchinson. Broadway line.

COZENS AVE. E. & W. 1453 N. From Francis to Taylor, 3500 to 4500, Wellston line.

CRESCENT AVE. E. & W. 1200 S. and 6100 W. From Billon to Clayton east. 6100 to 6200, Market St. line.

CRITTENDEN. E. & W. 3000 S. From 9th to Grand. 900 to 2300, Natural Bridge line; 2600 to 2700, Jefferson line; 2800 to 3600 4th St. line.

CULVER WAY. S. to N. From 3965 Olive St. to Washington Bl. Olive lines.

CUPPLES PL. E. & W. 2600 Marcus to 2600 N. Euclid. Spalding line.

CUSHING. E. & W. 2400 S. From Salena to Victor. 2000 to 2300, Bellefontaine line.

CUTTER AVE. N. & S. 6900 W. From Dale to Plateau. Manchester line.

DAGGETT AVE. E. & W. 2000 S. From Kingshighway to Sublette Ave. 4900 to 5300, Southampton line; 5400 to 6500, Manchester line.

DAHLIA AVE. E. & W. 6000 S. on Gravois Ave., westward 4600 west. Cherokee line.

DAKOTA. E. & W. 4500 S. From Wharf to 4500 Virginia. 100 to 2700, Broadway line; 2700 to 3300, Bellefontaine line.

DAKOTA, NORTH. 4500 South, N. Dakota; S. Dakota; E. Michigan; W. Michigan Ave. Bellefontaine line.

DALE AVE. E. & W. 1400 S. From Manchester Ave. to McCausland. 6500 to 6700, Manchester line; 6700 to 7100, Market St. line.

DALTON. N. & S. 5800 W. From Columbia to Arsenal. 2800 to 3000, Tower Grove line.

DAMMON AVE. E. & W. 4401 Goodfellow Ave. to 4400 Darby. Kirkwood-Ferguson line.

DARBY. N. & S. 6000 W. From Natural Bridge Road to Bircher. Ferguson line, go 3 blocks east.

DAVIES PI. N. & S. 6140 W. From Ridge to Wells. 1400 to 1500, Hodiamont line.

DAVIS. E. & W. 8200 S. From Wharf to River des Peres. 100 to 900, Broadway line.
DAVISON AVE. 5470 Bircher to 5500 W. Florissant. Union or Bellefontaine lines.
DAYTON. E. & W. 1230 N. From Jefferson to Garrison. 2600 to 3000, Natural Bridge line.
DeBALIVIERE AVE. N. & S. 5700 W. From Delmar to Wabash Ry. 200 to 700 Olive-Delmar or Union lines.
DEER AVE. N. & S. 4555 W. From Evans to Lucky, 1400 to 1600, Wellston.
DeGIVERVILLE AVE. E. & W. 300 N. From DeBaliviere Ave. to 6000 Delmar Bl., 5700 to 5900, University-Olive; 5900 to 6000, Delmar-Olive.
DeJONG. See Grecr Ave.
DeKALB. N. & S. From 116 Soulard to Marine Hospital tract, 1700 to 3600, Broadway line, go three blocks east.
DELAWARE AVE. N. & S. From 6200 Etzel to Page Bl. Hodiamont line.
DELMAR BL. E. & W. 700 N. From Grand to western city limits, 3600 to 6700 west. Olive-Delmar line.
DELOR. E. & W. 4800 S. From Minnesota to 5100 Hampton, 1 to 300, Broadway line; 400 to 3700, Bellefontaine line; 3700 to 4000, Cherokee line. 4900 to 5400, Southampton line.
DELOR COURT. W. & E. From 5000 S. Broadway east. Broadway line.
DENNIS. N. & S. 3300 W. and 800 S. From Gratiot to Papin. 800 to 900, Manchester line.
DeSOTO AVE. S. to N. 3930 Penrose to 3930 W. Florissant, Bellefontaine line.
DE SOTO AVE. EAST. 5101 Hall to 3920 West Florissant. 300 to 1500, Broadway line; 1900 to 2200, Bellefontaine line.
DES PERES AVE. N. & S. 6000 Pershing to 6000 Delmar, University-Olive line.
DES PERES DRIVE. South from Kingshighway, S. W., running about 306 feet. Cherokee line.
DeSOTO PL. 1300 North O'Fallon, Division. 22nd and 23rd Sts. Natural Bridge and Jefferson lines.
DESTREHAN. E. & W. 3500 N. From Wharf to Florissant. 1 to 900, Broadway line; 1000 to 1500, Bellefontaine line; 1600 to 2000, Lee Ave line.
DE TONTY. E. & W. 1727 S. From Grand to 1700 S. Kingshighway. 3600 to 3800, Grand line; 3800 to 4100, Park line; 4100 to 4300, Vandeventer line; 4400 to 4500, Southampton line.
DEVLIN. N. & S. 6000 W. From West Park Ave. to Sulphur. Manchester line.
DEVOLSEY. N. & S. 2200 W. From Beauty Alley to Cushing, Bellefontaine line.
DEVONSHIRE AVE. E. & W. 4600 S. From Kingshighway to Sulphur. 4900 to 5700, Southampton line, and from River des Peres to 7000 west, Frisco train to Shrewsbury.
DEWEY AVE. N. & S. 3730 Meramec to 3730 Eichelberger. 4200 to 4500, Grand line; 4500 to 5400, Bellefontaine line, also from Bates to Bowen. Bellefontaine line.
DEXTER. E. & W. 100 S. From Compton to Montrose, 3000 to 3200, Market St. line.
DICKSON. E. & W. 1400 N. From Wharf to Broadway. 1400 N. 22nd to 1300 Webster. 100 to 500, Broadway line, 2200 to 3100, Natural Bridge line.
DILENBERGER AVE. E. & W. 1122 S. From Kraft Ave. to Central Ave. Market linc.
DILLON. N. & S. 1500 W. From Chouteau to Carroll. 1000 to 1500, Bellefontaine line.
DIVISION. E. & W. 1223 N. From 17th St. to Jefferson. 1700 to 2400, Natural Bridge line.
DOCK. E. & W. 3200 N. From Wharf to 11th St. 1 to 1100, Broadway line.
DODDRIDGE. E. & W. 8500 N. on Broadway. Broadway to Maline Creek, Broadway line.
DODIER. E. & W. 2900 N. From 1400 Wright to 2900 N. Spring. 1400 to 2700, Belt line; 2800 to 3700, Cass line.
DOLMAN. N. & S. 1732 W. From Chouteau to Shenandoah. 1000 to 1800, Bellefontaine line; 1900 to 2300, Cherokee line.
DONOVAN AVE. N. & S. 6000 Watson Road to Loughborough Ave. Cherokee line, go 15 blocks west.
DONOVAN AVE. E. & W. 930 S. Sarah to Newstead. Market line, one block north.
DORCAS AVE. E. & W. 2900 S. From Wharf to 9th St. 1 to 900, Broadway.
DOUGLAS. E. & W. 4432 N. From Broadway east. 100 to 900, Broadway line.
DOVER. E. & W. 5800 S. From Wharf to Grand, 1 E. to 300, Broadway line; 300 to 1100, Bellefontaine line; also from Grand-Kingshighway to Dewey. Bellefontaine line.
DOWLING PL. E. & W. 8300 N. From Broadway to Church Road. Broadway line.
DRESDEN AVE. N. & S. 5800 S. on Gravois road. Cherokee line.
DRESSEL AVE. E. & W. 4101 Goodfellow Ave. to 5932 Bircher. Kirkwood-Ferguson line.
DRURY LANE. N. & S. 8500 N. From Wabash Ry. to MacLaren. Broadway line.
DRYDEN AVE. N. & S. 4527 Lee to 4520 N. Newstead. Taylor line.
DUCHOUQUETTE. E. & W. 2300 S. From 2nd to Broadway. 200 to 400, Broadway line.
DUKE. 5200 S. From Gravois to Christy. Cherokee line.
DUNCAN AVE. E. & W. 400 S. From Vandeventer to Taylor. 3900 to 4500, Laclede Ave. line.
DUNNICA AVE. 3839 S. From Louisiana to Gravois. 3400 to 3800, Grand line; 3800 to 4000, Cherokee line.
DURANT. N. & S. From 5060 Bircher Road to Thekla. Bellefontaine line north.
EADS AVE. E. & W. 1600 S. From Jefferson to Theresa. 2600 to 2700, Jefferson line; 2800 to 3200, Compton Heights line; 3300 to 3400, Park line.
EAGER ROAD. See De Tonty St.
EAST GATE AVE. N. & S. 6250 W. Delmar to North Drive. Olive-Delmar line.
EAST IOWA. N. & S. 4100 S. East boundary of Laclede Park. Bellefontaine or Broadway lines.
EAST MICHIGAN. N. & S. 3100 W. and 4500 S. East boundary of Dakota Park. Bellefontaine, go two blocks east.
EAST RAILROAD. N. & S. 7500 N. From Calvary to N. Broadway. 7500 to 7800, Broadway line, go two blocks east.
EAST ROAD. N. & S. 5100 N. From Berthold to Manchester. 1100 to 1200, Manchester line.
EASTON AVE. N.-W. 2800 W. and 1500 N. From Franklin to western city limits. 2800 to 6100, Wellston line.
ECOFF AVE. N. & S. 6800 W. From Manchester Ave. to Southwest Ave. 2000 to 2700, Manchester line.
EDELLE AVE. 4044 north, 5800 west, running east from Goodfellow Ave. Cass line.
EDMOND ALLEY. E. to W. From 1819 N. 9th to 10th St. Belt line, north.
EDMUND AVE. N. & S. 4300 W. From Clayton Ave. south. Market line.
EDNA ST. S. to N. From Hornsby Ave. 8601 N. to Estella 8633 N. Broadway through car.
EDWARD AV. (Private.) 5800 W. 4000 N. E. to W. From Goodfellow Ave. Cass Ave. car.
EDWARDS. N. & S. 5300 W. From Northrup to Southwest Ave. 1700 to 2300, Manchester line.
EICHELBERGER. E. & W. 5300 S. From Wharf to River des Peres. 1 to 300, Broadway line; 400 to 3800, Bellefontaine line; 3900 to 5000, Cherokee line; 5000 to 5600, Southampton linc; 6000 to 7000, Frisco line to Shrewsbury, go 10 blocks south.
EIGHTEENTH. N. & S. 1800 W. From North Market to South Broadway and from 1. N. to 2300 N., Belt line; 1 S. to 1000 S., Park or Compton lines; 1000 to 1400 Tower Grove line; 1600 to 2100, Bellefontaine line; 2100 to 3400, Cherokee line; 3500 to 3600, Broadway line.
EIGHTH ST. N. & S. 800 W. From Mound to Ann. 1 N. to 1700 N., Belt line; 1 S. to 2100 S., Natural Bridge line.
EILER. E. & W. 5400 S. From Wharf to Virginia and from Alabama to Dewey. 1 to 300, Broadway line; 400 to 3700 Bellefontaine line.
EITMAN AV. E. & W. 2600 S. and 6000 W. From Sulphur to Simpson. 5900 to 6100, Tower Grove line; go 3 blocks north.
ELENORE. N. & S. 5800 S. on Gravois Road. Cherokee line; also from Wilcox to Delor. Cherokee line.
ELEVENTH. N. & S. 1100 W. From Gano to Pestalozzi. No. 1 to 200 N., Market line; 200 to 400 N., Olive lines; 500 to 800 N., Page line; 800 to 4200 N., Bellefontaine line; 4300 to 4800, Broadway line; 7 S. to 1400 S., Fourth line; 1400 to 2600, Cherokee; 2700 to 2800, Natural Bridge line.
ELIAS AVE. W. From 8600 Broadway, 1 block west, north of Hornsby Ave. Broadway line.
ELIZABETH AVE. E. & W. 2300 S. From Cooper to Clifton. 5200 to 6200, Tower Grove line, go 5 blocks north, or Manchester car, go 7 blocks south.
ELLA AVE. E. & W. 1400 N. From Hodiamont (6000) west, Hodiamont line.
ELLENDALE AVE. N. & S. 7100 W. From Southwest Ave. 7100, Canterbury, 2800 to 3000, Manchester line.
ELLENDALE PL. 2700 S. 7100 S. From Ellendale Ave. to Mo. Pac. Tracks, Maplewood-Manchester, Mo. Pac. R. R.
ELLENWOOD AVE. E. & W. From Wydown Bl. 6300 W. City Limits line.
ELLIOT AVE. N. & S. 2700 W. From Franklin to Hebert, 900 to 3100, Jefferson Ave. line, 1 block west.
EDWARD AVE. E. & W. From 4000 N. Goodfellow Ave., 1 block east. Cass Ave. line.
ELLENWOOD AVE. E. & W. 4540 Morgan Ford Road to 4540 Ridgewood. Cherokee line.
ELLWOOD. E. & W. 5900 S. From Wharf to Michigan. 1 to 300, Broadway line; 400 to 600, Bellefontaine line.
ELM. E. & W. 200 S. From Wharf to 7th. 100 to 400, Tower Grove line; 400 to 700, Lee line.
ELMBANK AVE. E. & W. 3200 N. and 4400 W. From Newstead to Taylor. 4300 to 4500, Cass or Taylor Ave. lines, and from Goodfellow Ave to city limits, Hodiamont linc.
ELMER AVE. E. & W. 6600 S. Schollmeyer to Tyrolean Ave. Cherokee line.
EMERSON AVE. S. to N. 5401 Bircher to 5400 West Florissant. Union or Bellefontaine lines.
EMILIE. E. & W. 7200 W. and 3000 S. From Ellendale to Mo. Pac. Ry. Manchester line, 5 blocks south.
EMILY. N. & S. 2100 W. From east Grand to Warne, 4700 to 5400, Bellefontaine line.
EMMA AVE. E. & W. 5500 N. From Tracy Road to western city limits. Bellefontaine line.
EMMET. E. & W. 1835 S. From 9th to 14th Sts. 900 to 1400, Cherokee.
ENRIGHT AVE. E. & W. 900 N. Grand to Walton. Hodiamont line. Also 800 N. Kingshighway Bl. to Westgate. Olive-Delmar line.
ERA AVE. S. to N. 6130 Emma to 6130 West Florissant. Bellefontaine line.
ESPENSCHEID. E. & W. 8500 S. From Wharf to Virginia. 1 to 400, Broadway line.
ESPLANADE. E. & W. 3200 S., and 7200 W. From River des Peres to Tennyson Square. Manchester line, go 10 blocks south.
ESTELLA AVE. E. & W. From Newby St. to Hall's Ferry Road. 8640 N. 1133 W. Broadway through car.
ESTHER AVE. N. & S. 6200 W. and 2300 S. From Elizabeth to Simpson, east of Clifton Heights. Tower Grove line.
ETHEL AVE. E. & W. From McCausland Ave., west to city limits. 6900 W. and 1000 S. Market St. line.
ETZEL AVE. E. & W. 1300 N. From Page to western city limits. 5500 to 6200, Page or Hodiamont lines.
ETZEL TERRACE. N. & S. 1300 N. From 6150 Etzel, running 1 block north. Hodiamont line.
EUCLID AVE. N. & S. 4900 W. From Florissant Ave. to 600 S. on Kingshighway. 1 N. to 700 N., Taylor Ave linc; 700 N. to 1000, Hodiamont line; 1200 to 1400, Page Ave. line; 1500 to 1700, Wellston line; 1800 to 2300, Spalding line; 2300 to 3300, Cass line; 3300 to 4200, Natural Bridge line; 1 S. to 600 S. Taylor, 4500 to 5400, Bellefontaine line.
EUCLID PL. E. to W. From Walton Ave. to Euclid Avc., between McPherson and Washington Bl. Taylor or University lines.
EUCLID TERRACE. E. & W. From Euclid to Alley, 900 N. Hodiamont line.
EUGENE AVE. N. & S. 3700 W. From Loughborough to Koeln. 7000 to 7400, Bellefontaine.
EUGENIA. E. & W. 200 S. From 20th St. to Leffingwell. 1800 to 2700, Market St. line.
EUREKA PL. (Private.) South from Fairfax Ave. 4350 W., between Pendleton and Newstead. Page line.
EVANS AVE. E. & W. 1451 N. From Francis to Marcus. 3500 to 4600, Wellston line.
EVELINE. E. & W. 5900 W. and 1900 S. From Sulphur to Knox. Manchester line, off at Sulphur, go 4 blocks south.
EVERGREEN AVE. N. & S. 6300 Easton to Ridge. Hodiamont line.
EVERGREEN PL. N. & S. 6900 W. From Manchester to Waldemar. Manchester line.
EWING AVE. N. & S. 2900 W. From Easton to Park. 1 N. to 200 N., Market St.; 300 to 500, Olive St. lines; 500 to 800, Page; 800 to 900, Wellston line; 1 S. to 600 S., Market St. line; 700 to 1200, Manchester line; 1400 to 1500, Compton or Park lines.
FAIR AVE. N. & S. 4151 W. From Labadie to 4100 West Florissant. Sarah line.
FAIR AVE. EAST. 5500 Hall to 4100 West Florissant. 300 to 1500, Broadway line; 1500 to 2200, Bellefontaine line.
FAIRFAX. E. & W. 1035 N. From Vandeventer to Taylor. 3900 to 4500, Page line.
FAIRFIELD PL. E. & W. 7326 Gravois to Helvetia. Cherokee line.
FAIRMOUNT AVE. N. to S. 6600 Oakland to 6600 Berthold, Market line.
FAIRVIEW AVE. E. & W. 3443 S. From Grand to Gustine. 3600 to 3800, Grand Ave. line; also from 3400 Maury to Kingshighway. Southampton line.
FALL AVE. N. & S. 3651 W. From North Market to St. Louis Ave. 2400 to 2800, Grand line.
FAMOUS AVE. E. & W. 2000 S. From Knox to Wilson. 6200 to 6400, Manchester line.
FANNIE AVE. E. & W. 8900 S. From River des Peres to Jefferson Barracks Road. Broadway line.
FARLIN AVE. E. & W. 4025 Fair to 4600 West. Lee line; also from Marcus Ave. running 500 feet west. Natural Bridge line.
FARRAGUT. E. & W. 4239 N. From 14th to 20th Sts. 1400 to 2000, Bellefontaine line.

FARRAR. E. & W. 3800 N. From Broadway to Palm. 1 to 900, Broadway line; 1100 to 1500, Bellefontaine line; 2000 to 2500, Lee line.

FASSEN. E. & W. 5500 S. From Wharf to Alabama. 1 to 300, Broadway line; 400 to 700, Bellefontaine line.

FERN. N. & S. 7200 W. From Emilie to Arsenal. Manchester line.

FERRIS AVE. E. & W. 3901 N. Goodfellow to 4000 Darby. Kirkwood-Ferguson line.

FERRY. E. & W. 4300 N. From Wharf to Grove. 1 to 1000, Broadway line; 1100 to 2700, Bellefontalne line.

FIELD AVE. N. & S. 3800 W. From Loughborough to River des Peres. 7100 to 7400, Bellefontaine line.

FIFTEENTH. N. & S. 1500 W. From Wright to Singleton. 1 N. to 200 N., Market line; 200 to 600 N., Olive lines; 700 to 1000 N., Wellston line; 1100 to 2800 N., Lee line; 1 S. to 800 S., Belt line.

FIFTY-NINTH. N. & S. From 5900 Elizabeth to 5900 Arsenal. Tower Grove line.

FILLMORE. E. & W. 6000 S. From Wharf to Grand. 1 to 300, Broadway line; 400 to 3600, Bellefontaine line; also from Grand-Kingshighway to Dewey. Bellefontaine line.

FINKHAM. E. & W. 6000 S. From Kingshighway 4900 west. Cherokee line.

FINNEY AVE. E. & W. 1100 N. From Grand to Taylor. 3600 to 4500, Page line.

FIRST. N. & S. 100 W. From East Grand to Dorcas and from Guthrie to Marine. 4500 N. to 4100 S., Broadway line.

FLAD AVE. E. & W. 2200 S. From Grand to Tower Grove Ave. 3600 to 4100, Compton Helghts or Park Ave. lines; 4200 to 4300, Vandeventer line.

FLORA AVE. E. & W. 2145 S. From Grand to Tower Grove Ave. 3600 to 3800, Grand or Tower Grove lines; 3800 to 4000, Park line; 4100 to 4300, Vandeventer line.

FLORA COURT. E. from 2130 Grand Ave., about one-half block long. Grand Ave. line.

FLORIDA. E. & W. 1559 N. From Wharf to Broadway. 1 to 300, Broadway.

FLORISS PL. From Carrle north to Moraine Ave. Bellefontaine line.

FLORISSANT AVE. See North Florissant and West Florissant Aves.

FLOY AVE. S. & N. 6201 Emma to 6200 W. Florissant. Bellefontaine line.

FOLSOM AVE. E. & W. 1529 S. From Grand to Tower Grove Ave. 3600 to 4100, Park Ave. line; 4200 to 4300, Vandeventer line.

FORDEY. N. & S. 500 W. From Thatcher to Antelope. 7700 N. to 7800, N. Broadway line.

FOREST AVE. 6834 Clayton to 6900 Manchester Ave. 1000 to 1400, Market line; 1600 to 2200, Manchester line.

FOREST PARK BL. E. & W. 200 S. From Grand Ave. to Kingshighway; 3600 to 5000, Laclede Ave. line.

FOREST PARK TERRACE. (Continuation of Lindell Bl.) E. & W. 200 N. From Kingshighway to Union. 5000 to 5300, Olive-Maryland line.

FORSYTHE BL. E. & W. 101 N. 6200 W. From Skinker to City Limits, City Llmits llne.

FOSTER ALLEY. N. & S. 513 W. From Biddle to O'Fallon. 1200 to 1300, N. Broadway line.

FOUNTAIN AVE. E. & W. 1100 N. From Walton to Kingshighway. 4800 to 5000, Hodiamont line.

FOUNTAIN PARK. 1100 N. 4800 W. on Fountain Ave. from Bayard to Aubert Ave., Hodiamont line.

FOURTEENTH ST. N. & S. 1400 W. From Bissell to Chouteau and Hickory to Geyer, 1 to 200, Market line; 300 to 500, Olive line; 500 to 800, Page line; 800 N. to 1000, Wellston line; 1100 to 2900 N., Lee line; 3000 N. to 4400 N., Bellefontaine line; 1 S. to 1000 S., Bellefontaine line; 1400 to 1800, 4th St. line.

FOURTH. N. & S. From Wash to Convent. 1000 N. to 1200 S., Broadway or Tower Grove line, and from 320 Russell to Dorcas, Broadway line.

FRANCIS. N. & S. 3500 W. From Easton to Cass. 1300 to 1400, Wellston line.

FRANKLIN AVE. E. & W. 900 N. From Wharf to Grand. 1 to 2800, Wellston llne; 2900 to 3600, Hodiamont line.

FREDERICK ST. N. & S. Two blocks west of Broadway from 1018 Bittner St. south. Broadway line.

FREMONT AVE. E. & W. 8800 N. and 600 W. From Broadway east. Broadway line.

FRENCH AVE. E. & W. 7000 S. From Grand to Eugene. 3600 to 3700, Bellefontaine llne.

FRENCH MARKET COURT. N. & S. 500 W. From Hickory to LaSalle. 1100 to 1200, Broadway line.

FRIEDA AVE. E. & W. Between Gravois Ave. and Morganford Road, 5429 S. Cherokee llne.

FRISCO AVE. N. & S. 6950 W. and 3300 E. From Scanlan to McCausland, Frisco trains to Gratlot Station.

FRISCO PARK. E. to W. 2130 Grove to Clifton. Tower Grove line.

FRUEH AVE. (See Stratford Ave.)

FYLER AVE. E. & W. 3300 S. From Morganford Road to McCausland. 4900 to 6560, Tower Grove line, go 2 blocks south; 6600 to 6900, Frisco sub, trains to Gratlot.

GAINE. E. & W. 2300 S. From Jefferson to Devolsey. Jefferson or Bellefontaine lines.

GALLE. N. & S. 1800 W. From Emmet, 1800 S., Bellefontaine line.

GAMBLE. E. & W. 1200 N. From Jefferson to Garrison. 2600 to 3000. Jefferson or Natural Bridge lines.

GAMBLETON PL. E. & W. 1200 N. From Hodiamont to western city limits. 6000, Hodiamont or Page.

GANNETT ST. 4300 West. East to West from 4630 Morganfoard Road to 4630 Ridgewood. Cherokee line.

GANO. S. to N. From 3801 Kossuth to 3800 W. Florissant. 4100 to 4200 Lee line; 4300, Bellefontaine line.

GANO AVE. EAST. E. & W. 3900 Powder to 3800 West Florissant. 1 to 1500, Broadway line; 2000 to 2100, Bellefontaine line.

GARDEN. E. & W. 3523 N. From 19th to 20th. Lee line.

GARDENVILLE AVE. N. & S. From 4774 Milenz ave., running south 400 feet. Cherokee line.

GARESCHE BL. E. to W. From 5300 Oriole to city limits. Bellefontaine line.

GARFIELD AVE. E. & W. 1900 N. From Grand to Cora and from Kingshighway to western city limits. 3600 to 6200. Wellston line, go 3 blocks north.

GARNER AVE. E. & W. From 2030 Martha Pl. to 2100 McCausland. Manchester line.

GARNIER. N. & S. 4250 W. and 4300 S. From Beck to Chippewa. Cherokee line.

GARRISON AVE. S. to N. From 3000 Laclede to 3200 Bailey. 1 to 200 N., Laclede line; 300 to 500, Olive St. lines; 500 to 700, Page lines; 800 to 1000, Hodiamont line; 1100 to 1200, Wellston line 1400 to 2600, Natural Bridge line; 2700 to 2800, Cass line; 3700 to 4000 N., Grand line.

GARRISON COURT. E. & W. 51 S. and 2900 W. From Ewing to Montrose. Market St. line.

GARRISON, SOUTH. N. & S. 3000 Laclede to 2940 Atlantic. Market line.

GARTH AVE. E. & W. 8300 N. From Church Road in Baden to Newby St. Broadway line.

GASCONADE AVE. E. & W. 4100 S. From Wharf to Grand. 1 to 2700, Broadway line; 2700 to 3200, Bellefontaine line; 3300 to 3600, Grand Ave. line.

GASCONADE, NORTH. E. & W. From 2605 East Iowa to 2604 West Iowa. Broadway line.

GASCONADE, SOUTH. E. & W. From 2624 East Iowa to 2625 West Iowa. Broadway line.

GAST PL. N. & S. From Hornsby Ave. south, 2 blocks; 1 block west of Broadway. Broadway through car.

GAY. E. & W. 815 N. From 12th to 14th Sts. 1200 to 1400. Wellston or Hodiamont lines.

GENEVIEVE AVE. E. to N. From 5537 Bircher to 5570 W. Florissant. Bellefontaine or Union lines.

GERALDINE AVE. S. to N. From 5201 Natural Bridge to 5240 W. Florissant. Unlon line, 1 block east.

GERMANIA. From 7330 Gravois to Helvetia. Cherokee llne.

GERRITT AVE. N. & S. From 3900 Osceola to 3900 Delor. Bellefontaine line.

GERTRUDE AVE. E. & W. From Gravois Ave. to Morganford Road, about 5500 south. Cherokee line.

GEYER AVE. E. & W. 2000 S. From Kosciusko to Louisiana. 1 to 700, Broadway llne; 800 to 1700, Cherokee line; 1800 to 2800, Fourth St. line; 2900 to 3400, Tower Grove line.

GIBBONS. 4600 S. and 200 W. Parallel with and near Mo. Pac. Ry., south of Neosho. Broadway line.

GIBSON AVE. E. & W. 1100 S. From Kentucky to Kingshighway. 4200 to 4900. Market line.

GIBSON ROAD. E. & W. 9500 N. Near Water Works. From Columbia Bottom Road west, Broadway llne or Burlington's Alton suburban.

GILES AVE. N. & S. 3700 W. From McDonald to Keokuk. 3400 to 3900, Grand Ave. line.

GILMORE AVE. S. to N. From 5801 Lilllan to 5750 W. Florissant. Bellefontalne line.

GILSON AVE. N. & S. From Eichelberger St., 4500 west, and 5300 south to Wilcox Ave. Cherokee llne.

GIMBLIN. E. & W. 8350 N. on Broadway. From Church Road in Baden to Newby St. Broadway llne; also from Newby St. to west line of Kinealy property. Broadway line.

GIMBLIN ROAD. E. & W. From 8400 N. Wharf to 8400 N. Broadway. Broadway line.

GLADES AVE. E. & W. 2000 S. From Kraft to city limits. 6800 to 7100, Manchester line.

GLASGOW AVE. N. & S. 2900 W. From Easton to Florissant. 1000 to 1200, Wellston; 1200 to 1400, Natural Bridge line; 1500 to 2900, Cass; 3100 to 3900, Jefferson; 4000 to 4300, Grand Ave. line.

GLASGOW PL. E. & W. 1439 N. From Garrison to Webster. Natural Bridge line.

GLENDALE AVE. E. & W. From Riverview Drive to city limits. Broadway or Water Works lines.

GLENMORE AVE. E. & W. 3600 N. Goodfellow to Hamilton. Cass line.

GOENER AVE. S. from Kansas St. 2 blocks long, 1 block east of Gravois. Cherokee line.

GOETHE AVE. E. & W. From 6230 Gravois Ave. to 5600 S. Kingshighway Bl. Cherokee line; also from Kingshighway west to Hampton Ave. Southampton line.

GOODE AVE. N. & S. 4200 W. From Easton to Kennerly. 1500 to 1900, Wellston line; 2400 to 2700, Sarah line.

GOODFELLOW AVE. N. & S. 5800 W. From Delmar north to Wabash Ry. 700 to 800, Olive-Delmar; 900 to 1100, Hodiamont line; 1200 to 1400, Page line; 1400 to 2800, Wellston; 2900 to 4500, Cass; 4500 to 8600, Union or Bellefontaine line.

GOODFELLOW PL. E. & W. 2615 Union to Arlington. Union line.

GORDON DRIVE. E. & W. From 9801 River View Drive to city limits. Broadway line.

GRACE AVE. N. & S. 3636 W. From McDonald to Gravois, and from 3636 Meramec to Eiler; 3400 to 4600, Grand line; 4700 to 5000, Bellefontaine line.

GRAHAM. N. & S. 6300 W. From Oakland to 6301 Manchester Ave. 1000 to 1300, Market line; 1500 Manchester line.

GRAND AVE. N. & S. 3600 W. (at Laclede Ave.) From Florissant to River des Peres. 4400 N. to 4400 S., Grand line; 4600 to 8200 S., Bellefontaine line.

GRAND AVE. EAST. E. & W. 4600 N. From Wharf to Florissant Ave. 1 to 1500, Broadway; 1900 to 2200, Grand Ave.

GRAND-KINGSHIGHWAY. N. & S. From 3600 Bates to 3600 Kingshighway S. W. Bellefontaine line.

GRAND VIEW PL. N. & S. 1000 S. 6700 W. Oakland to Dillenberger. Market line.

GRANT, N.-W. 2131 N. From Warne to Harris. 5300 to 5600, Bellefontaine line.

GRANT COURT. N. & S. From 4000 Finney, running one-half block north. Page line.

GRANVILLE PL. N. & S. 5550 W. From Minerva to Wells. Page line.

GRAPE AVE. E. & W. 8400 N. and 800 W. Broadway line.

GRATIOT. E. & W. 800 S. From Wharf to Boyle. 1 to 500, Broadway line; 600 to 900, Natural Bridge line; 1000 to 1900, Tower Grove line; 2000 to 3900, Manchester line; 3900 to 4200, Market line.

GRATTAN. N. & S. 1700 W. From Chouteau to Lafayette. 1000 to 1700, Bellefontaine line.

GRAVOIS AVE. S.-W. 1752 W. and 2100 S. From Russell Ave. to western city limits. 1800 to 2700, Bellefontaine line; 2800 to 3200, Fourth line; 3300 to 7500, Cherokee line.

GREENLEA PL. E. & W. 4239 N. From Warne to Harris. 4100 to 4200, Lee line.

GREENWOOD. N. & S. 115 W. and 2600 N. From Warren to St. Louis Ave. 2600 to 2800, Broadway line.

GREER AVE. E. & W. 3000 N. From Glasgow to 175 west of Hamilton Ave. 2700 to 3600, Jefferson or Belt line; 3800 to 6000, Cass line.

GREGG AVE. N. & S. 6300 W. Lloyd to Manchester Aves. Manchester line.

GRESHAM. E. & W. From 6400 S. Kingshighway to 1000 ft. of Korn Ave. Cherokee line.

GROVE AVE. (Private.) N. & S. 6300 W. and 2100 S. From Wilson Ave. to Clifton Ave. Tower Grove line.

GROVE AVE. (Private.) N. & S. From 6248 Wllson Ave. to 6240 Ellzabeth. Tower Grove line.

GROVE ST. N. & S. 3000 W. and 4000 N. From Bailey to Florissant. 4000 to 4300, Lee line.

GROVER ST. (Private.) N. from North Market St., between Union and Arlington Aves. Unlon Ave line.

GRUNDY. E. & W. 6100 S. From Wharf to Michigan. 1 to 300, Broadway line; 300 to 600, Bellefontaine line.

GURNEY AVE. N. & S. From 4800 Arsenal to 4801 Juniata. Tower Grove line.

GURNEY COURT. S. & N. From 4550 Magnolia, running 300 feet north. Southampton line.

GUSTINE AVE. N. & S. 3900 W. From Arsenal to Tholozan and from Chippewa to Keokuk. 3100 to 3300, Tower Grove line; 3400 to 3900, Cherokee.

GUTHRIE. E. & W. 3700 S. From Wharf to Kosciusko. 1 to 200, Broadway line.

GYPSY. N. & S. 629 W. From Carrie to Morin and from Withers to Adelaide. 5300 to 6400 N. Broadway line.

HABSBURGER. Now Cecil Pl.

HALL. N. & S. 21 W. From North Market to city limits. 3400 to 9200, Broadway line.

HALLIDAY AVE. E. & W. 2800 S. From Michigan to Grand. 3400 to 3600, Grand line.

HALL'S FERRY AVE. N. & S. 8300 N. From Broadway to northern city limits. Broadway line.

HALL'S PL. See Eiler.

HAMBURG AVE. E. & W. 7430 S. 4700 W. East from Gravois Ave., south of River des Peres. Cherokee line.

HAMBURGER AVE. E. & W From 2100 Kienlen to Lucas & Hunt Road. Hodiamont line.

HAMILTON AVE. S. & N. From 5900 Klngsbury Bl. to 8700 West Florissant. 400 to 1500, City Limits line; 1700 to 2400, Wellston line; 3200 to 3700, Cass line; 5000 to 5600, Jennings line.

HAMILTON TERRACE. E. & W. from 1330 Hamilton to city limits. Hodiamont line.

HAMMETT PL. E. & W. 2425 N. From Marcus Ave. west. 4700 to 4900, Marcus line.

HAMPTON AVE. N. & S. From 5800 Bancroft to Finkman. Southampton line; also from Rhodes Ave. north to Goethe Ave. Southampton line.

HANCOCK AVE. E. & W. 3439 S. From Watson Road to River des Peres. 6900 to 7100, Frisco train to Lindenwood.

HANNOVER AVE. E. & W. 7500 S. 4700 W. East from Gravols Ave., south of River des Peres. Cherokee line.

HARDING AVE. E. to W. 700 S. From Garrison Ave to Theresa. Market line.

HARLAN AVE. E. & W. From 8733 Jordan to 8733 Slnai. Broadway line.

HARNEY AVE. E. to W. From 5401 N. Euclid to 5530 Mimlka. Union or Bellefontaine lines.

HARPER. E. & W. 3800 N. From Glasgow to Grand. 2800 to 3600, Grand or Lee lines.

HARRIS AVE. S. & N. From 4220 Kossuth to 4200 West Florissant. Sarah line.

HARRIS AVE EAST. From 5601 Hall to 4200 West Florissant. 300 to 700, Broadway line; 2000 and 2100, Bellefontaine line.

HARRISON AVE. E. to W. 700 S. From Twenty-third to Ewing Ave. Jefferson line.

HARTFORD. E. & W. 3123 S. From Compton to Alfred. 3200 to 3500, Fourth St. line; 3500 to 4400, Tower Grove line.

HAVEN. E. & W. 6700 S. From Wharf to Colorado. 1 to 300, Broadway line; 400 to 900, Bellefontaine line; also from Morganford Road to half block west of Parkwood Pl. Cherokeo line.

HAWK AVE. N. & S. 4000 W. From Clayton to Gratiot. 700 to 900, Market St. line.

HAWTHORNE BL. E. & W. 2200 S. and 3000 W. From its eastern to western junction with Longfellow Bl. Compton line.

HAYES AVE. S. & N. From 6200 Olive St. Road to 6200 Maple Ave. Hodiamont line.

HAZEL AVE. E. & W. 4300 N. From Arlington Ave. west, Union Ave. line, off at Brown Ave., go west and north.

HEBER. N. & S. 239 W. and 4600 N. From Grand Ave. to John, from Gano to Prairie. 4600 to 5000, Broadway line.

HEBERT. E. & W. From 2900 N. 10th to Prairie. 1000 to 1400, Bellefontaine line; 1500 to 3800, Belt line.

HEIDELBERGER AVE. In country. E. & W. From 8000 Gravois to Hildesheim. Cherokee line.

HEINEN AVE. 7800 N. and 400 W., Broadway line.

HELEN. N. & S. 1848 W. From Madison to Mullanphy. 1600 to 1760, Belt line.

HELVETIA. N. to S. 4800 S. 7300 W. From Allemania to Fairfield Pl. Cherokee line.

HEMP AVE. N. & S. From 4030 Chouteau to S. Vandeventer. Market or Vandeventer lines.

HEMPSTEAD. E. & W. 1827 N. From 2d to 9th Sts. 200 to 900, Broadway line.

HENNER AVE. E. to W. From 4730 Wren to 4730 Partridge. Bellefontaine line.

HENRIETTA. E. & W. 1623 S. and 2700 W. From Ohio to Grand. 2700 to 3600, Tower Grove line.

HENRY AVE. N. & S. From 4740 Milentz, running 300 feet south. Cherokee line.

HERDER. E. & W. 3323 N. and 1500 W. From Blair to 19th. Lee line.

HEREFORD. N. & S. 5100 W. From Northrup to Bishoff and from Columbia to Arsenal. 1700 to 2100, Southampton line; 2600 to 3000, Tower Grove line.

HERMITAGE AVE. N. & S. 6900 W. From Southwest Ave. to River des Peres. Manchester line.

HERTLING PL. (Private.) E. & W. 4200 W. 125 feet north of Manchester Ave., east from Gibson. Manchester line.

HEWITT AVE. N. & S. 7200 W. From Lanham to 7200 Southwest Ave. Manchester line.

HIAWATHA. Now Pulaski St.

HICKMAN. E. & W. 4131 S. From Marine Ave. west. Broadway line.

HICKORY. E. & W. 1200 S. From Broadway to Tiffany Ave. 500 to 800, Natural Bridge line; 900 to 2000, Tower Grove line; 2000 to 3800, Manchester line.

HICKS ALLEY. Between Olive, Locust, 7th and 8th. Olive St. lines.

HIGH. N. & S. 1231 W. From Lucas to O'Fallon. 700 to 1000, Wellston line; 1000 to 1400, Lee or Natural Bridge lines.

HIGHLAND AVE. E. & W. From 2600 N. Goodfellow to city limits. Hodiamont line.

HILDESHEIM AVE. E. & W. From River des Peres in southwestern direction, 2 blocks south of Gravois Ave. 4700 S., 7400 W., Cherokee line.

HILL. E. & W. 5100 S. From Wharf to Compton. 1 to 300, Broadway line; 400 to 500, Bellefontaine line.

HILLER PL. S. to N. From 6040 Shulte to 6040 West Florissant. Bellefontaine or Jennings lines.

HILLSIDE AVE. N. & S. Outside of city limits, 3 blocks north of St. Cyr Ave. North Broadway line.

HILLS TERRACE. N. & S. From 4580 Easton, running 200 feet south. Wellston line.

HODIAMONT AVE. N. & S. 6000 W. From 6000 Delmar to 6100 Kennerly Ave.; also from 8800 West Florissant to Melrose, Jennings line; 700 to 1500, City Limits; 1600 to 2800, Hodiamont line.

HOEHN. N. & S. 1600 S. From Picker south, 1 block west of Fourteenth. Bellefontaine line.

HOFFMANN. E. & W. 3000 S. From Watson Road to Ivanhoe Ave. 6500 to 6700, Tower Grove line.

HOGAN. N. & S. 1829 W. From O'Fallon to North Market. 1300 to 2400, Belt line.

HOGAN PL. See Cupples Pl.

HOLLY AVE. S. to N. From 4330 Penrose to 4230 West Florissant. Lee or Bellefontaine lines.

HOLLY AVE. EAST. E. & W. From 5901 Hall to 5900 N. Broadway. Broadway line.

HOLT AVE. N. & S. From 4100 Tholozan to Chippewa. Cherokee line.

HOOKE AVE. E. & W. From 5100 N. Euclid to Kingshighway Bl. Bellefontaine line.

HORNER AVE. E. & W. 1500 S. and 7000 W. From McCausland to western city limits. Manchester line.

HORNSBY AVE. E. & W. 8600 N. From Broadway to 8850 Tracy Rd. Broadway line.

HORTENSE PL. E. & W. From 340 N. Euclid to Kingshighway Bl. University-Olive or Taylor lines.

HORTON PL. E. & W. 1039 N. and 5900 W. From Hamilton west to city limits. 5900, City Limits line; 6000 to 6140, Hodiamont line.

HORTUS COURT. S. & N. From 4145 Magnolia Ave., running north 200 feet. Park or Compton lines.

HOWARD. E. & W. 1700 N. From Wharf to Blair and from 22d to Garrison. 1 to 800, Broadway line; 2200 to 3000, Cass line.

HOWELL. E. & W. 9000 N. From Edna to city limits. Broadway line.

HUGHES PL. N. & S. 1300 S. From 5630 West Park to 5630 Dale Ave. Manchester line.

HULL PL. N. & S. 4033 W. From Kossuth to Lee. Lee line.

HUMBOLDT. E. & W. 7200 N. From Wharf to Broadway. 1 to 700, Broadway line.

HUMMELL AVE. N. & S. From 4700 Eichelberger to Dahlia Ave. Cherokee line.

HUMPHREY. E. & W. 3231 S. From Gravois to Alfred. 3400 to 4000, Grand Ave. line; 4000 to 4400, Tower Grove line, go 5 blocks south.

HUNT AVE. E. & W. 1451 S. and 3600 W. From Grand to Taylor, 3600 to 4000, Park line; 4000 to 4500, Vandeventer line.

HURCK. E. & W. 8300 S. From Wharf to Alabama. 1 to 700. Broadway line.

HUTCHINSON. N. & S. 1401 W. and 5300 N. From Prairie Ave. north. Broadway line.

HYDRAULIC AVE. N. & S. From 3827 Gravois Ave. to 3830 Chippewa. Cherokee line.

IDAHO. 800 W. runs N. to S. From 4500 Virginia to Ivory. 4500 to 8200, Bellefontaine line.

ILLINOIS. N. & S. 2100 W. From Arsenal to Gasconade. 3100 to 3200, Natural Bridge line; 3200 to 3500, Cherokee line; 3600 to 4100, Broadway line.

INDIANA AVE. N. & S. 2352 W. From Ann to Keokuk, 2200 to 3600, Jefferson line; 3700 to 3900, Broadway line.

IOWA AVE. N. & S. 2752 W. From Lafayette to Charlton. 1700, Tower Grove line; 1800 to 2600, Fourth St. line; 2800 to 4200, Bellefontaine line.

IOWA AVE. EAST. N. & S. From 2719 N. Gasconade to 2714 S. Gasconade. Bellefontaine line.

IOWA AVE. WEST. N. & S. From 2746 N. Gasconade to 2748 S. Gasconade. Bellefontaine line.

IRON AVE. E. & W. 6300 S. From Wharf to Grand, and from 6200 Morganford Road to Carlsbad. 1 to 300, Broadway line; 400 to 3600, Bellefontaine line; 4300 to 4500, Cherokee line.

IRVING AVE. N. & S. 6200 W. From Easton Ave. north. Hodiamont line.

ISAIAH AVE. Now Harlan Ave.

ISIDORE AVE. In county, N. & S. 1 block west of city limits, north of Plymouth Ave. Hodiamont line.

ITASKA. E. & W. From 4700 S. Broadway to 4700 Ridgewood, also from 5000 S. Kingshighway to Hampton. 400 to 3100, Broadway line; 3200 to 3900, Bellefontaine line; 3900 to 4400, Cherokee line; 4900 to 5900, Southampton line.

IVANHOE AVE. N. & S. 6700 W. Southwest Ave. to Marquette. 2700 to 3500, Manchester line, or Frisco suburban train to Arloe.

IVORY AVE. S. W. From 7600 Michigan to River des Peres. 7700 to 8500, Bellefontaine line, or Oak Hill suburban trains to Ivory.

JACKSON. E. to W. From 8862 N. Broadway east to Water Works conduit. Broadway line.

JACKSON PL. E. & W. 2400 N. From 11th to 12th. 1100 to 1200, Bellefontaine line.

JAMES. E. & W. 2415 S. From Salina west. Bellefontaine line.

JAMETON AVE. N. & S. 2224 W. From Market to Walnut. 1 to 100, Market St. line.

JAMIESON AVE. N. & S. 6900 W. and 3200 S. From Arsenal to Pernod. 3100 to 3500, Manchester line or Frisco suburban train to Gratiot.

JANUARY AVE. N. & S. 5700 W. From Manchester to Arsenal and from West Park Ave. 1 block south. Also from Bancroft to Finkman St. 1300 to 2000, Manchester line; 2100 to 3100, Tower Grove line; 4300 to 4700, Southampton line; also from Rhodes Ave. north to Goethe Ave. Southampton line.

JASPER PARK. N. & S. 5600 W. and 3300 S. From Fyler, Tower Grove line.

JEFFERSON AVE. N. & S. 2600 W. at Market St. From Palm to Chippewa. 3600 N. to 3900 S., Jefferson line.

JEFFERSON AVE. WEST. N. & S. From 600 S. Jefferson to 2700 Chouteau. Jefferson line.

JENNINGS AVE. See Lillian.

JESSICA AVE. N. & S. 4200 Bingham to 4200 Osceola. Cherokee line.

JOHANNA AVE. E. & W. From 5700 Goodfellow to city limits. Bellefontaine and Jennings lines.

JOHN AVE. S. to N. 3725 Penrose to 3724 West Florissant. Grand line.

JOHN AVE. EAST. E. & W. From 4800 Powder to 3725 West Florissant. 100 to 1400, Broadway line; 1500 to 2200, Bellefontaine line.

JOHNSON. Formerly Targee. N. & S. 1418 W. From Market to Poplar. 1 to 500, Market or Belt lines.

JONES. N. & S. 3930 W. From Page to Cook. 1200 to 1300, Vandeventer line.

JORDAN. N. & S. 8600 N. 1 block west of Broadway. Broadway line.

JOSEPHINE. N. & S. 2800 W. From Papin to LaSalle. 900 to 1200, Manchester line.

JULES AVE. N. & S. 2200 W. From Ann to Shenandoah. 2200 to 2300, Bellefontaine line.

JULIA. E. & W. 1620 S. 7th to 1620 S. 11th. Cherokee line.

JULIA PL. See Maffitt Ave.

JULIAN. E. & W. 1250 N. and 5600 W. From Hodiamont to Clara. 5600 to 6000, Page line.

JUNIATA AVE. E. & W. From 3130 Ohio Ave. to Kingshighway Bl. 2700 to 2900, Bellefontaine line; 3000 to 3500, Fourth St. line; 3600 to 4900, Tower Grove line.

KAISER. See Gresham.

KAMMERER AVE. N. & S. 4600 W. 7500 S. 3 blocks east of Gravois Ave. Cherokee line.

KANSAS. E. & W. 6400 S. From Water to 6401 Colorado, and from 4501 Kingshighway S. W. to Gravois. 1 to 300, Broadway line; 400 to 900, Bellefontaine line; 4300 to 4600, Cherokee line; also from Kingshighway to Macklind Ave. Cherokee line.

KAYSER. E. & W. 9100 S. From Broadway west. Broadway line.

KEBER AVE. E. & W. 6900 N. From Wharf to Broadway. 1 to 800, Broadway line.

KEIFER AVE. N. & S. 8400 N. From 1701 McLaran to city limits. Broadway line.

KEMPER PARK. E. & W. 3150 S. From Kingshighway to Brannon. 4900 to 5300, Southampton line.

KENNERLY AVE. E. & W. 2700 N. From Prairie to Marcus and from 2700 Clara to city limits. 3800 to 5600, Cass line; 5700 to 6100, Hodiamont line.

KENNETT PL. N. & S. 4440 N. and 2450 W. From Kingshighway northeast. Bellefontaine line

KENNETT PL. E. & W. 1600 S. From 18th to Mississippi Ave. Tower Grove line.

KENRICK. N. & S. 500 W. and 8300 N. From Bittner north. Broadway line.

KENSINGTON AVE. E. & W. 900 N. From Kingshighway to Union. 5000 to 5300, Hodiamont line.

KENSINGTON PL. E. & W. From 4560 W. to Walton Ave. Hodiamont line.

KENTUCKY AVE. N. & S. 4170 W. From Papin to Mo. Pac. Ry. 900 to 1300, Manchester line; 1300 to 1500, Vandeventer line.

KEOKUK. E. & W. 3900 S. From Kosciusko to Meramec. 1800 to 3800, Lee line; 3900 to 4100, Cherokee line.

KIENLEN AVE. N. & S. From 6300 Easton to 6200 Natural Bridge Rd. Hodiamont line or Kirkwood-Ferguson line.

KIMBERLEY AVE. N. & S. From 5334 Greer Ave. to 5330 Ashland. Union Ave. line to Greer Ave., walk west 1 block.

KINGSBURY BL. E. & W. 500 N. From 501 Clara Ave. to western city limits. 5600 to 6600, Olive-Delmar line.

KINGSBURY COURT. E. & W. From 529 Clara west about 200 feet. Delmar-Olive line.

KINGSBURY PL. E. & W. From 500 Union to 501 Clara. Delmar-Olive line.

KINGSHIGHWAY BL. N. & S. 5000 W. (at Laclede). From Florissant to Gravois Road. 1 N. to 300 N., Laclede line; 300 to 500, Maryland-Olive; 600 to 800, Delmar-Olive; 900 to to 1200, Hodiamont line; 1200 to 1400, Page; 1500 to 1900, Wellston; 2300 to 2800, Spalding; 2800 to 3400, Cass; 3400 to 4000, Natural Bridge line; 4100 to 5500 N., Union line; south from 1 to 1200, Taylor line; 1200 to 1800, Manchester line; 2000 to 5000, Southampton; 5200 to Gravois, Cherokee line.

KINGSHIGHWAY NORTHEAST. E. & W. From 4600 West Florissant to 4500 N. Euclid. Bellefontaine line.

KINGSHIGHWAY-GRAND. See Grand-Kingshighway.

KINGSHIGHWAY PARK. E. & W. From 5701 S. Broadway to Grand. 100 to 300, Broadway line; 400 to 1200, Bellefontaine line; also west from Grand-Kingshighway to Dewey Ave. Bellefontaine line.

KINGSHIGHWAY SOUTHEAST. See Kingshighway Park.

KINGSHIGHWAY SOUTHWEST. E. & W. From 6400 Colorado to 4900 Nottingham. 900 to 3600, Bellefontaine line; 4000 and west, Cherokee line.

KINGSLAND COURT. (Private.) 3600 W. and 4220 S. Grand Ave. Running east to west. Grand Ave. line.

KINSLEY AVE. 5400 W. East to west from 1329 Macklind Ave. to 1300 Sublette Ave. Manchester line.

KLEIN. N. & S. 1400 W. and 3300 N. From Buchanan to Destrehan. 3300 to 3500, Bellefontaine line.

KLEMM. N. & S. 4200 W. From Folsom to Magnolia. 1500 to 2800, Vandeventer line.

KLOCK. E. & W. 4138 S. and 3400 W. From Louisiana west to Grand Ave. Grand line.

KNAPP. N. & S. 1930 W. and 1700 N. From Howard to Madison and from Hebert to Branch. 1700, Belt line; 3200 to 3300, Lee line.

KNAPSTEIN PL. See Providence Pl.

KNOX AVE. N. & S. 6200 W. From Manchester to Wilson. 1700 to 2100 Manchester line.

KOELN AVE. E. & W. 7500 S. From Wharf to Field. 1 to 300, Broadway; 400 to 3700, Bellefontaine.

KORN AVE. N. & S. From 5240 Gresham to Loughborough Ave. Cherokee line.

KOSCIUSKO. N. & S. 144 W. From Park to Osage. 1400 to 4000 S., Broadway line.

KOSSUTH AVE. E. & W. 4100 N. From Glasgow to Taylor. 2900 to 4500, Lee line; also from Marcus Ave. west about 500 feet. Natural Bridge line.

KRAFT. N. & S. 6700 W. From Clayton Road to Manchester. 1100 to 1500, Market line; 1500 to 2200, Manchester line.

KRAUS. E. & W. 6800 S. From Water to Virginia. 1 to 300, Broadway line; 400 to 600, Bellefontaine line.

KRUM. N. & S. 3800 W. From Finney to Cook. 1100 to 1200, Page line.

KUEHN AVE. W. & E. 700 feet east of 4400 Gravois running east. Cherokee line.

LABADIE AVE. E. & W. 3000 N. From Prairie to Clara. 3800 to 5600, Cass line.

LA BEAUME. E. & W. 1900 N. From 2nd to 10th Sts. 200 to 1000, Broadway.

LACKLAND. N. & S. 4500 Arsenal to 4500 Juniata. Tower Grove line.

LACLEDE AVE. E. & W. North and south dividing line from Jefferson Ave. west. From Jefferson to Kingshighway, 2600 to 5000, Laclede line.

LACLEDE PARK. 2700 W., 4100 S. W. Iowa Ave.; E. Iowa Ave.; N. Gasconade St.; S. Gasconade St. Bellefontalne line.

LAFAYETTE AVE. E. & W. 1800 S. From Wharf to 1630 S. Vandeventer. 1 to 600, Broadway line; 700 to 1100, Natural Bridge line; 1200 to 2000, Fourth St. line; 2000 to 3600, Tower Grove line; 3800 to 4100, Park line; 4200 to 4500, Vandeventer line.

LAFLIN AVE. N. & S. 3100 W. From Magazine to intersection of Garrison. 1800 to 2600, Natural Bridge line.

LAKE AVE. N. & S. 5200 W. From Lindell to Delmar, 200 to 700, Olive-University or Ollve-Delmar.

LALITE AVE. E. & W. From 5137 Partridge to city limits. Bellefontaine line.

LAMBDIN AVE. N. & S. 4200 W. From Kennerly to Ashland. 2800 to 3100, Cass line.

LAMI. E. & W. From 2330 S. 2nd to Salena. 200 to 600, Broadway 700 to 1000, Natural Bridge line; 1100 to 2000, Cherokee line.

LAMOTTE AVE. N. & S. From 3950 Duncan Ave. to Bernard St. Vandeventer line.

LANDSDOWNE AVE. E. & W. 4500 S. From Kingshighway to Hampton and from River des Peres to city limits. 5000 to 5700, Southampton line; 5700 and west, Frisco train to Shrewsbury.

LANHAM AVE. E. & W. 2600 S. and 7100 W. From Mo. Pac. Ry. to city limits. One block south of Manchester Ave. 7200 to 7300, Manchester line.

LASALLE ST. E. & W. 1100 S. From Wharf to Tiffany. 1 to 1800, Tower Grove line; 1800 to 3800, Manchester line.

LAURA AVE. E. & W. From 5030 Partridge to city limits. Bellefontaine line.

LAURALIE PL. West from Euclid, two blocks north of Natural Bridge Rd. Natural Bridge line.

LAUREL AVE. S. & N. From 5800 Pershing to 5854 Delmar, and from 5840 Maple to 5830 Easton. 300 to 600, Olive-University or Delmar lines; 900, Hodiamont line; 1300 to 1400, Page line; 1500, Wellston line.

LAWN AVE. N. & S. From 4930 Oakland to Berthold. Market or Taylor lines.

LAWRENCE. N. & S. 4000 W. From Park to Magnolia. 1500 to 2400, Park Ave. line.

LAWTON AVE. E. & W. 100 N. From Jefferson to Grand. 2600 to 3500, Laclede line.

LEA PL. N. & S. 4150 W. and 4100 N. From Lee Ave. south, Lee Ave. line.

LEAGUE AVE. N. & S 5544 W From Carlyle to River des Peres. 1600 to 1700, Manchester line.

LEAHY AVE. E. to W. From 5330 N. Euclid to Kingshighway Bl. Bellefontaine line.

LEAMINGTON BL. N. & S. 7200 W. and 3300 S. Manchester line, go ten blocks south, or Frisco train to Lindenwood.

LEDUC. E. & W. 1900 N. From Marcus to Euclid Ave. 4700 to 4800, Marcus line.

LEE AVE. E. & W. 4129 N. and 2900 W. From Glasgow to Kingshighway Bl. 3000 to 4500, Lee line.

LEFFINGWELL AVE. N. & S. 2800 W. From Dodier to Randolph. 1 to 200 N., Laclede; 300 to 500, Olive St. line; 500 to 700, Page; 800 to 1000, Hodiamont line; 1100 to 1400, Natural Bridge line; 1500 to 2900, Cass line; 1 S. to 700 S., Market St. line.

LE GAY PL. S. & N. From 5347 Daggett Ave., running north and east about 160 feet.

LEMP AVE. N. & S. 1800 W. and 2200 S. From Gravois to Victor and from Sidney to Broadway 2200 to 2500, Bellefontaine line; 2600 to 3400, Cherokee line; 3400 to 3600, Broadway line.

LENA AVE. E. & W. From 5601 Goodfellow Ave to city limits. Bellefontaine and Jennings lines.

LENOX AVE. E. & W. From 6200 to 6500 W., 1 block north of Page Bl. Hodiamont line.

LENOX PL. E. & W. 371 N. and 4700 W. From Walton to Euclid. 4700 to 4900, Taylor line.

LEOLA AVE. N. & S. 6500 W. and 3100 S. From Arsenal to Scanlan. 3100 to 3200, Tower Grove line.

LEONA AVE. N. & S. From 3970 Neosho to 3970 Itaska. Cherokee line.

LEONARD AVE. N. & S. 3300 W. From Easton to Market St. 1 N. to 200 N., Laclede line; 300 to 500, Olive St. line; 600 to 800, Page line; 900 to 1000, Hodiamont line; 1100 to 1300 N., Wellston line; 1 S. to 100 S., Market St. line.

LEONORA AVE. E. to W. From 5701 Mimika to 5700 Goodfellow. Bellefontaine and Jennings lines.

LESPERANCE. E. & W. 2000 S. From Wharf to Broadway. 1 to 400, Broadway line.

LEVEE. Entire Mississippi River front. Broadway line.

LEWIS. N. & S. 1 W. and 1200 N. From Bldddle to Florida. 1200 to 1600 N., Broadway line.

LEWIS PL. E. & W. 1100 N. and 4500 W. From Taylor to Walton. 4500 to 4700, Taylor or Page lines.

LEXINGTON AVE. E. & W. 3600 N and 3800 W. From Prairie to Marcus. 3800 to 4700, Natural Bridge line, and from Goodfellow to Chevrolet Ave., 5800 block, Hodiamont line.

LIBERTY ST. E. & W. From 4735 S. Compton to Idaho. Bellefontaine line.

LIERMAN AVE. 4000 S. Runs E. to W. From Grand Ave. west. Grand Ave. line.

LILBURN AVE. E. & W. From 5340 N. Euclid to 5340 N. Kingshighway. Bellefontaine line.

LILLIAN AVE. E. & W. From 5001 Ruskin to city limits. 5200 to 5500, Union line; 5600 to 6300, Bellefontaine line.

LILLY AVE. N. & S 5500 W. From Manchester to Bischoff. 1400 to 2200, Manchester line.

LIMIT AVE. N. & S. From 7200 South West Ave. to Moler Ave. Manchester line.

LIMIT AVE. S. & N. From 6300 Delmar to Clemens Ave. Delmar-Olive line.

LINCOLN AVE. E. & W. 2600 N. From Spring to Sarah. 3800 to 4100, Vandeventer line.

LINCOLN COURT. N. & S. 4400 W. South from Maffitt to Alley. Taylor line.

LINDELL AVE. E. & W. From 3300 Locust to 300 N. Grand, and from 200 N. Kingshighway to Skinker Road, and from Pennsylvania Ave. to Manhattan. 3400 to 3600, Olive lines; 5000 to 7000, University-Olive line.

LINDELL BL. E. & W. 300 N. and 3600 W. From Grand to Kingshighway. 3600 to 5000, Olive-Maryland.

LINDEN. E. & W. 719 N. From 12th to 13th. 1200 to 1300, Park or Compton Heights line.

LINDENWOOD PL. E. & W. 3700 S. and 7600 W. From McCausland to River des Peres. 7000 to 7200, Frisco suburban trains to Lindenwood.

LINTON AVE. S. to N. 3900 Penrose to 3900 W. Florissant. Bellefontaine line.

LINTON AVE. EAST. From 5201 N. Broadway to 3900 West Florissant. 800 to 1500, Broadway line; 1900 to 2100, Bellefontaine line.

LISETTE AVE. E. & W. 6200 S. Kingshighway running west. Cherokee car, get off at Alma.

LISMORE. N. & S. 2550 W. and 3110 N. From Sullivan to Hebert. 2900 to 3000, Jefferson line.

LITTLE. N. & S. 5500 W. and 1800 S. From Lilly to Shaw. Manchester line.

LITTLE'S PL. See Cora Ave.

LLOYD AVE. E. & W. 1460 S. From Tamm west. 6400. Manchester line.

LOCUST. E. & W. 400 N. From Wharf to Theresa. 1 to 400, Broadway line; 400 to 1300, Hodiamont line; 1400 to 3500, Olive St. or Page line

LOGAN. E. & W. From 8826 N. Broadway to Water Works conduit. Broadway line.

LOMBARD. E. & W. 900 S. From Wharf to Broadway. 1 to 500, Tower Grove line.

LONGFELLOW BL. S.-W. 3100 W. and 2200 S. From Lafayette to Grand. Compton Heights line.

LOOKOUT DRIVE. E. & W. From 9700 River View Drive to city limits. Water Works line.

LORENZ. E. to W. From 8700 S. Wharf to Broadway. Broadway line.

LORETTA. E. & W. 1600 S. and 6000 W. From Sulphur to Billon. 6000 to 6100, Manchester line.

LORRAINE AVE. E. & W. 3500 N. From Marcus to Kingshighway. 3527 Marcus to 3400 Kingshighway Bl., Natural Bridge line; 4700 to 5000, Marcus line.

LOTUS AVE. E. & W. From 1900 N. Euclid to Kingshighway. 4900 to 5000, Wellston line, go three blocks north.

LOUGHBOROUGH AVE. E. & W. 6900 S. From Water to city limits. 1 to 400 Broadway line; 500 to 4000, Bellefontaine; 4300 to 5300, Cherokee line.

LOUIS. E. & W. 7600 S. From Grand Ave. to Field Ave. Bellefontaine line.

LOUISA. E. & W. 2737 S. From Wharf to 2nd. 1 to 200, Broadway line.

LOUISIANA AVE. N. & S. 3400 W. From Park to Russell and from Hawthorne to Kingshighway Southwest. 1500 to 4200, Grand line; 4400 to 6400, Bellefontaine line.

LOUISVILLE AVE. N. & S. From 6600 Oakland to Nashville. Market line.

LOWELL. N. & S. 700 W. From Gimblin Road north. 8500 N. to 8600 N., Broadway line.

LOWRY. S.-W. 7100 W. and 2700 S. From Lanham to western city limits. Manchester line.

LUCAS AVE. E. & W. 700 N. From Wharf to Grand. No. 1 to 3600, Page line.

LUCILLE AVE. E. to W. From 5420 Tracy Road to city limits. Bellefontaine line.

LUCKY. E. & W. 1700 N. From Grand to Cora. 3600 to 4600, Weliston line, go one block north.

LUCY. N. & S. 4336 W. From Oleathe to Tholozan. 3500 S., Southampton line, go east to Osceola, four blocks.

LULU AVE. See Walton Pl.

LUTHER AVE. E. & W. 7000 N. From Hall to Broadway. 200 to 800, Broadway line.

LYDIA AVE. E. to W. From 4563 Wren to 4630 Partridge Ave. Bellefontaine line.

LYNCH. E. & W. 2800 S. From Wharf to Gravois. 1 to 700, Broadway line; 900 to 2600, Natural Bridge line; 2700, Bellefontaine line.

LYON. N. & S. 400 W. and 2800 S. From Lynch to Dorcas. 2800 to 2900, Broadway line.

MACKLIND AVE. N. & S. 5400 W. From 5400 Oakland to Arsenal and from 5400 Bancroft to 5400 Eicheiberger. 1000 to 1210, Market line; 1200 to 2200, Manchester line; 2400 to 3100, Tower Grove line; 4300 to 5300, Southampton line; also from Goethe to Finkman. Cherokee line.

MADISON. E. & W. 2100 N. From Wharf to Webster. 1 to 800, Broadway line; 900 to 1300, Bellefontaine line; 1300 to 1700, Lee line; 1800 to 2300, Beit line; 2500 to 3100, Cass line.

MAEDER AVE. E. & W. 5100 S. From Wharf to Virginia. 1 to 300, Broadway line; 3200, Bellefontaine line.

MAFFITT AVE. E. & W. 2700 N. From Spring to Euclid and from Kingshighway to Union and from 2740 Belt to Goodfellow. 3700 to 5800, Cass line.

MAFFITT PL. E. & W. From 2800 N. Euclid to 2800 N. Kingshighway Bl. Cass line.

MAGAZINE. E. to W. 1800 N. From Leffingwell to Bacon. 2800 to 3500, Natural Bridge line.

MAGNOLIA AVE. E. & W. 2700 S. From Gravois to Sublette and from Ecoff to McCausland and from Clifton to Tamm. 2737 to 3600, Fourth St. line; 3600 to 4100, Compton Heights line; 4200 to 4300, Vandeventer line; 4300 to 5200, Southampton line; 5200 to 6400, Tower Grove line; 6800 to 6900, Manchester line.

MAGNOLIA AVE. NORTH. E. & W. From 2630 Pearl to 2630 January. Tower Grove line.

MAGNOLIA AVE. SOUTH. E. & W. From 2660 Pearl Ave. to 2630 January Ave. Tower Grove line.

MAGNOLIA PL. E. & W. From 2360 Lawrence to Thurman Bl. Park or Compton lines.

MAIDEN LANE. E. & W. 1850 N. From Hogan to Jefferson. Belt or Jefferson lines.

MAIN. (See First St.)

MALLINCKRODT. E. & W. 3600 N. From Hall to 25th St. 100 to 900, Broadway line; 1100 to 1500, Bellefontaine line; 1900 to 2300, Lee line.

MALT. E. & W. 6600 S. From Water to Colorado. 1 to 300, Broadway line; 400 to 900, Bellefontaine line.

MANCHESTER AVE. S.-W. 4100 W. From Sarah to city limits. 4100 to 7400, Manchester line.

MANHATTAN AVE. N. & S. 3300 S. and 7100 W. From Leamington to city limits, between Mo. Pac. and Frisco Rys. Manchester line, go south ten blocks, or Mo. Pac. trains to Sutton.

MAPLE AVE. E. & W. 1237 N. From Euclid to western city limits. 4900 to 6100, Page or Hodiamont lines.

MAPLE PL. (Formerly Ailanthus St.) N. from Hodiamont right-of-way to Maple Ave. 930 N. and 6000 W., Hodiamont line.

MARCEAU. E. & W. 8400 S. From Wharf to Ivory. 1 to 800, Broadway line.

MARCUS AVE. N. & S. 4700 W. From 4700 Kensington Pl. to Newberry Terrace and from Page to Fiorissant. 1100 to 1200, Hodiamont line; 1200 to 1400, Page line; 1500 to 4000, Marcus line; 4000 to 5400, Bellefontaine line.

MARDEL AVE. E. & W. 3700 S. From McCausland to River des Peres. 7000 to 7200 W., Frisco Ry. to Lindenwood.

MARGARETTA AVE. E. & W. 4000 N. From Fair to Euclid and from Geraldine to Union. 4000 to 5300, Natural Bridge line.

MARIA. N. & W. 51 W. and 4600 N. From East Grand Ave. to John. Broadway line.

MARIE. E. & W. 2900 S. From Ellendaie Ave. west to Mo. Pac. Ry. 7000 to 7100. Manchester line, or Mo. Pac. trains to Ellendale.

MARINE AVE. N. & S. 1924 W. From Broadway to (3624 S.) to Meramec. 3600 to 4100, Broadway line.

MARION. E. & W. 1531 S. From 1st to 11th St. 1 to 700, Broadway; 800 to 1100, Cherokee line.

MARION PL. E. & W. From 11th to 12th, between Benton and Montgomery. 1100 to 1200, Bellefontaine line.

MARKET. E. & W. (North and south dividing line.) From Wharf to Vandeventer Ave. 1 to 400, Fourth St. line or Tower Grove line; 400 to 3900, Market St. line.

MARKET PL. E. & W. 11 N. 2600 W. From Jefferson to Beaumont St. Market line.

MARMADUKE AVE. E. & W. 2900 S. From Clifton Ave. to Frisco Ry. Tower Grove line.

MARNICE PL. (Private.) N. to S. From 4232 W. Ashland south 800 feet. Taylor line.

MARQUETTE AVE. E. & W. 3500 S. and 6500 W. From Watson Road to Frisco Ry. 6600 to 7100, Frisco train to Lindenwood.

MARTELLA PL. (Private.) E. & W., four blocks south of Gravois Ave. 7326 west, Cherokee line.

MARTHA PL. N. to S. From 6630 Garner, running south 400 feet. Manchester line.

MARY AVE. E. & W. From 4039 Carter to 4014 W. Florissant. Bellefontaine line.

MARYLAND AVE. E. & W. 330 N. and 4100 W. From Sarah to Kingshighway. 4100 to 4300, Sarah St. line; 4100 to 5000, Olive-Maryland line.

MARYLAND PL. E. & W. From 301 N. Euclid Ave. to Kingshighway. Taylor Ave. line.

MARYVILLE AVE. N. & S. 5872 W. From Maple Ave. south to Hodiamont line tracks. Hodiamont line.

MASON. N. & S. 625 W. and 1200 S. From Hickory to Rutger. 1200 to 1300, Natural Bridge line.

MAURICE AVE. E. & W. 3400 S. and 6400 W. From Watson Road to Ivanhoe. 6500 to 6700, Tower Grove, off at Watson Road, go south 5 blocks.

MAURY AVE. N. & S. 4600 W. and 2300 S. From Magnolia to Shenandoah. 2400 to 2700 S., Southampton line and from 4700 Arsenal to 4700 Juniata, Tower Grove line.

MAY. E. & W. 4532 N. From Broadway to Gingrass Creek, Broadway line.

McARTHUR AVE. E. & W. From 4000 Goodfellow Ave. to 4200 Darby. Kirkwood-Ferguson line.

McCAFFREY PL. E. & W. 3300 N. and 4800 W. From Marcus east, between Greer and Ashland. Marcus line.

McCAUSLAND AVE. N. & S. 7000 W. From Clayton Ave. to Bancroft. 1000 to 1600, Market St. line; 1600 to 3100, Manchester line; 3200 to 3900, Frisco train to Gratiot.

McCUNE AVE. E. & W. 2800 S. and 6400 W. From Tamm to Ivanhoe. 6400 to 6700, Tower Grove line.

McDONALD AVE. E. & W. 3400 S. From Grand to Morganford Road. 3600 to 4000, Grand line; 4100 to 4300, Tower Grove line.

McGIRK. E. & W. 2700 S. From 11th to 12th Sts. Cherokee line.

McKEAN AVE. E. & W. 3330 S. From Gravois to Grand. 3400 to 3600, Grand line.

McKINLEY AVE. E. & W. 700 S. From Taylor to Kingshighway. 4500 to 4900, Taylor Ave. line.

McKISSOCK AVE. N.-W. 500 W. and 4800 N. 100 E., from E. Grand Ave. to Adelaide. 4700 to 5400, Broadway line.

McLAREN AVE. E. & W. 8400 N. From Broadway 1 block west, and from Hall's Ferry Road to western city limits. Broadway line.

McMILLAN AVE. E. & W. 1020 N. From Taylor to Walton. 4500 to 4700, Hodiamont line.

McNAIR AVE. N. & S. 2100 W. From Geyer to Arsenal. 1900 to 2200, Fourth St. line; 2300 to 2600 Bellefontaine line; 2700 to 3100, Natural Bridge line.

McNULTY. E. & W. 1450 S. From 18th to Vail Pl. Tower Grove line.

McPHERSON AVE. E. & W. 321 N. From Vandeventer to Kingshighway. 5700 to 5800 and 5900 to city limits, 3900 to 5700, Olive-University line; 5900 to city limits, Olive line.

McPHERSON COURT. 5900 W., running east to west, from Laurel St. to Hamilton Ave. Delmar or University-Olive lines.

McREA AVE. E. & W. 1633 S. From Grand to Kingshighway. 3600 to 4100, Park Ave.; 4200 to 4300, Vandeventer line; 4400 to 5000, Southampton line.

MECKLENBURG AVE. E. & W. 7400 S. First St south of River des Peres at and east of Gravois Ave. Cherokee line.

MELROSE AVE. E. & W. From Tracy Road to Goodfellow Ave. south of Wabash Ry. Bellefontaine or Jennings lines.

MENARD. N. & S. 1028 W. From Park to Victor. 1400 to 2500, Cherokee line.

MERAMEC. E. & W. 4200 S. From Wharf to Morganford Road. 1 to 2700, Broadway line; 2800 to 3300, Bellefontaine line; 3300 to 3800, Grand line; 3900 to 4300, Cherokee line.

MERCHANT. S. W. 1275 S. From 2d St. to Broadway. 1 to 1400, Broadway line.

MIAMI. E. & W. 3700 S. From Cleon to Grand and from Gustine to Kingshighway Bl. 1900 to 2200, Broadway line; 2300 to 2700, Jefferson line; 2700 to 2900, Bellefontaine line; 3000 to 4200. Cherokee line; 4300 to 4900 Southampton line.

MICHIGAN AVE. N. & S. 3128 W. From Lafayette to River des Peres. 1700 to 2800, Compton line; 2900 to 3200, Fourth St. line; 3300 to 3600, Cherokee line; 3700 to 4000, Lee line; 4100 to 8100, Bellefontaine line; 8200 to 8700, Broadway line.

MICHIGAN EAST. N. & S. From 3119 S. Dakota to one-half block south. Bellefontaine line.

MICHIGAN AVE. WEST. N. & S. From 3125 N. Dakota to S. Dakota. Bellefontaine line.

MILENTZ AVE. E. to W. From 6251 Printz to 5800 Kingshighway, Cherokee line; also from Kingshighway west to Hampton Ave. Cherokee line.

MILLER. E. & W. 1450 S. From Wharf to Broadway. 1 to 400, Broadway line.

MILLS. E. & W. 1019 N. From Jefferson to 1024 N. Leffingwell. 2600 to 2800, Jefferson line or Hodiamont line.

MILTON AVE. E. & W. 2250 S. and 2900 W. From Nebraska to Hawthorne, Compton line.

MIMIKA AVE. S. to N. From 6101 Lillian to 6100 W. Florissant. Bellefontaine line.

MINERVA AVE. E. & W. 1350 N. From Kingshighway to western city limits. 5000 to 6200, Page line.

MINNESOTA AVE. N. & S. 3100 W. From Shenandoah to River des Peres. 2300 to 2800, Compton line; 2900 to 3200, Fourth St. line; 3200 to 3600, Cherokee line; 3700 to 4000, Lee line; 4100 to 4800, Bellefontaine line; 4900 to 8800, Broadway line.

MINNIE AVE. E. & W. From 5567 Acme Ave. to city limits. Bellefontaine line.

MISSISSIPPI AVE. N. & S. 2000 W. From Chouteau to Gravois. 1000 to 1300, Park or Compton lines; 1400 to 1700, Tower Grove line; 1900 to 2300, Bellefontaine line.

MISSOURI AVE. N. & S. 2300 W. From Chouteau to Meramec. 1000 to 3800, Jefferson line; 3800 to 4200, Broadway line.

MITCHELL AVE. E. & W. From 6501 Manchester Ave. to city limits. Manchester line.

MOELLENHOFF ST. N. & S. 5200 Loughborough to 5200 Nagel Ave. Cherokee line.

MONROE. E. & W. 2300 N. From 1st to 18th St. 1 to 900, Broadway line; 1000 to 1200, Bellefontaine line; 1300 to 1800, Lee line.

MONTANA. E. & W. From 4030 Missouri to Broadway, Broadway line, and from 4030 Louisiana to Grand, Grand line.

MONT CLAIR PL. 5575 W. Runs N. to S. From Etzel to Wells. Page Ave. line.

MONTGOMERY. E. & W. 2700 N. From Wharf to Grand Ave. 1 to 800, Broadway line; 900 to 2700, Belt line; 2700 to 3600, Cass line.

MONTGOMERY PL. From 2501 N. Spring to Prairie. Natural Bridge line.

MONTROSE AVE. N. & S. 3000 W. From 3000 Market to Mo. Pac. Ry. and from Chouteau to Park. 1 to 600, Market line; 800 to 1100, Manchester line; 1200 to 1500, Park line.

MOORE. N. & S. 1625 W. From Market to Clark. Market St. line.

MORA LANE. N. & S. From 1736 McLaren to Melrose. Broadway line.

MORGAN. E. & W. 800 N. From Wharf to Grand Ave. 100 to 2800, Wellston line; 2800 to 3600, Hodiamont line, and from Grand to Walton, see Enright Ave.

MORGANFORD ROAD. N. & S. 4300 W. From Arsenal to River des Peres. 3200 to 3600, Tower Grove line; 3700 to 7400, Cherokee line.

MORIN AVE. E. & W. 6400 N. From Hall to Fiorissant Ave. 1 to 2200, Broadway line.

MORRISON AVE. E. & W. 1300 S. From 9th to 13th Sts. 900 to 1300, Fourth St. line.

MOTARD AVE. N. & S. 3626 W. From Chouteau to Vista. 1000 to 1500, Grand line.

MOUND. E. & W. 1727 N. From Wharf to 10th. 1 to 900, Broadway line.

MOUND LANE. N. & S. 1051 W. From Howard to Mound. 1700, Bellefontaine line.

MOUNT KIENLEN. S. & N. From 6225 Hamburger running north. Hodiamont line.

MULLANPHY. E. & W. 1600 N. From Wharf to Jefferson. 1 to 600, Broadway line; 700 to 2500, Cass line.

MULLANPHY SQUARE. 1500 N. 1000 W. Cass Ave., Mullanphy, 10th, 11th Sts. Bellefontaine, Cass Ave. lines.

MURDOCK AVE. E. & W. 4700 S. From River des Peres to western city limits and from Kingshighway to Hampton Ave. 4600 to 5700, Southampton.

NAGLE AVE. E. & W. 7200 S. From Wharf to Virginia. 1 to 400, Broadway line; 400 to 600, Bellefontaine; also from 7001 Gravois Ave. west 1,200 feet to Brunswick, Cherokee line.

NASHVILLE AVE. E. & W. 1343 S. and 6400 W. From Tamm to Louisville and from 1330 Devlin to city limits. 6000 to 6600, Manchester; 6800 to limits, Market line.

NATURAL BRIDGE AVE. E. & W. 3700 N. From Vest Ave. to western city limits. 2500 to 3600, Jefferson line; 3700 to 5400, Natural Bridge line; 5500 to 5800, Cass line; 5900 to 6200, Kirkwood-Ferguson line.

NEBRASKA AVE. N. & S. 2920 W. From Park to Broadway. 1500 to 2300, Compton line; 2400 to 3000, Fourth St. line; 3000 to 4300, Bellefontaine line; 4400 to 4800, Broadway line.

NELLIE AVE. E. & W. 8700 S. From River des Peres to Military Road. Broadway line.

NEOSHO. E. & W. 4600 S. From Broadway to Gravois and from 4600 Morganford Road to 4600 Ridgewood, also from 4900 S. Kingshighway to Hampton. 2800 to 3100, Broadway line; 3100 to 3900, Bellefontaine line; 3900 to 4400, Cherokee line; 4900 to 5900 Southampton line.

NEW ASHLAND PL. N. & S. 4256 W. and 3500 N. From Ashland Ave. one block south. Cass line.

NEWBERRY TERRACE. E. & W. From 1201 N. Taylor to Walton. Page or Taylor lines.

NEWBY. N. & S. From between 1100 and 1500 Switzer Ave. to 1200 McLaren Ave., and from Hall's Ferry Road to Hornsby. Broadway through car.

NEWCOMB PL. E. & W. From 1415 Marcus to Walton Ave. Wellston line.

NEWHOUSE AVE. 4000 N. From 11th to Vest. 1100 to 2100, Bellefontalne line; 2200 to 2600, Lee line.

NEWMAN AVE. 6700 N. From Hall to Broadway. 1 to 800, Broadway line.

NEWPORT AVE. N. & S. From 4024 Taft Ave. to 4150 Walsh St. Cherokee line.

NEWPORT COURT. E. From 4624 Gravois Ave. Cherokee line.

NEWSTEAD AVE. N. & S. 4400 W. (at Laclede). From Kingshighway N.-E. to Mo. Pac. Ry. (1600) south. 4 N. to 300 N., Laclede; 300 N. to 600 N., Olive lines; 700 N. to 4400 N., Taylor line; 4400 to 4800 N., Bellefontaine; No. 1 S. to 1400 S., Taylor line, one block east; 1400 to 1600, Southampton line.

NICHOLSON PL. N. & S. 2050 W. and 1700 S. From Lafayette to Geyer. Tower Grove line.

NINA PL. N. & S. 5800 W. From Laurel to Kingsbury. Olive-Universlty line.

NINETEENTH. N. & S. 1900 W. From East Grand Ave. to Market. 1 N. to 2400 N., Belt line; 2500 to 3700, Lee line; 3900 N. to 4600 N., Bellefontaine line.

NINTH. N. & S. 900 W. From Penrose to Cave. 500 S. to 2800 N., Belt line; 2900 N. to 4300, Broadway line; 500 S. to 2100 S., Cherokee line; 2100 to 3300 S., Natural Bridge line.

NIXON AVE. E. to W. 700 S. From Theresa Ave. to Spring Ave. Market line.

NOBLE AVE. N. & S. 3848 W. and 5000 S. From Delor to Walsh. Cherokee line.

NOONAN AVE. S.-W. 2300 S. From Manchester Ave. to Mo. Pac. Ry., and from Ecoff to McCausland. 7000 to 7200, Manchester line.

NORFOLK AVE. E. & W. 1300 S. From Boyle to Kingshighway. 4200 to 4500, Manchester line.

NORTH AVE. S. & N. From Dale Ave. to Wise. One block west of McCausland. Market St. line.

NORTH COURT. S. & N. From 4930 Buckingham Court to 4930 W. Pine Bl. Taylor or Laclede lines.

NORTH DAKOTA. E. & W. 4450 S. From E. Michigan to W. Michigan. Bellefontaine line.

NORTH DRIVE. E. & W. From East Gate to West Gate. 6200 to 6500, Delmar-Olive line.

NORTH FLORISSANT AVE. S. & N. From 2100 Hebert to 2130 East Grand Ave. 3200 to 4000, Lee line; 4100 to 4600, Bellefontaine line.

NORTH GASCONADE. 4050 S. From East Iowa to West Iowa. Bellefontaine line.

NORTHLAND AVE. E. & W. From 2700 Marcus to 2700 Union Bl. Cass line.

NORTH MAGNOLIA. 2600 S. and 5600 W. From January east, one block. 5700, Tower Grove line.

NORTH MARKET. E. & W. 2400 N. From Wharf to Marcus and from Kingshighway to Hodiamont. 1 to 600, Broadway line; 900 to 1200, Bellefontaine line; 1300 to 1910, Lee line; 1900 to 2300, Belt line; 2500 to 2700, Jefferson line; 2800 to 3800, Natural Bridge line; 3900 to 6100, Wellston line, go three blocks north.

NORTH MARKET PL. E. & W. 8300 N. From Broadway to Hall's Ferry Road. Broadway line.

NORTH PARK PL. E. & W. 3935 N. From 11th to Blair Ave. Bellefontaine line.

NORTH POINTE BL. E. to W. From Tracy Road to Goodfellow Ave. Jennings line.

NORTHRUP AVE. E. & W. 1700 S. From Kingshighway to Lilly, and from League to Sublette. 4900 to 5400, Manchester line, go four blocks south.

NORTH TRUDEAU. E. & W. 2200 S. From 1st to 2nd. Broadwawy line.

NORWICH PL. N. & S. From 6201 Stratford to 6200 Lillian. Bellefontalne line.

NORWOOD AVE. N. & S. 2700 N. From 5100 Maffitt to Greer Ave. Cass line.

NOTTINGHAM AVE. E. & W. 4900 S. From Kingshighway to Hampton and from River des Peres to city limits. 5000 to 5700, Southampton; 7000 W., Frisco suburban trains to Shrewsbury.

OAK. N. & S. 33 W. and 4300 N. From Ferry to Cornelia. Broadway line.

OAK COURT. S., from 5936 Page Ave. Page Ave. line.

OAK HILL AVE. N. & S. 4100 W. From Arsenal to Chippewa. 3100 to 3500, Tower Grove line; 3500 to 3800, Cherokee line.

OAK HILL R. R. N. & S. From 4200 Chippewa to Morganford Road. Cherokee line.

OAKLAND AVE. E. & W. From 1301 S. Newstead to Yale Ave. Market line.

OAKLEY PL. (Private.) N. & S. 1200 N. 5935 W., between Plymouth and Julian Ave. and Hamilton and Hodiamont Ave. Page line.

OBEAR AVE. S. to N. From 3700 Kossuth Ave. to 3700 W. Florissant. Grand line.

OBEAR AVE., EAST. E. & W. From 4700 N. 11th St. to 3700 W. Florissant. 1100 to 1500, Broadway line.

OBERBECK. N. & S. 900 W. From Christian north. 7900 to 8000, Broadway line.

ODELL. E. & W. 2900 S. From Kingshighway to Sublette and from 3000 Tamm to Frisco Ry. 4900 to 6800, Tower Grove line.

O'FALLON. E. & W. 1300 N. From Wharf to Jefferson. 1 to 800, Broadway line; 800 to 1600, Lee line; 1700 to 2600, Cass line.

OHIO. N. & S. 2700 W. From Chotueau to Dakota. 1000 to 3800, Jefferson line; 3900 to 4400, Broadway line.

OLDENBURG AVE. E. to W. From Gravois Ave. to Hildesheim Ave., one block west of Hanover. Cherokee line.

OLD MANCHESTER ROAD. See South-West Ave.

OLEATHA AVE. E. & W. 3500 S. From Gustine to 3500 S. Kingshighway Bl. and from 3500 Jamieson to Wabash Ave. 3900 to 4200, Cherokee line; 4200 to 5000, Southampton line; 6900 to 7100, Frisco Ry.

OLIVE. E. & W. 300 N. From Wharf to Walton. 1 to 4700, Olive St. lines; except Olive-Maryland car, which runs to 4300 W. only.

OLIVE ST. ROAD. E. & W. 900 N. to 6100 W. From Hodiamont to western city limits. 6100 and west, Hodiamont line or Kirkwood-Ferguson line.

OLIVIA AVE. 4300 S., 3826 W. Running from Meramec to Itaska St. Bellefontaine or Grand Ave. lines.

OMEARA AVE. E. & W. From 4640 S. Grand to about 400 feet west. Grand line.

OREGON AVE. N. & S. 2830 W. From Lafayette to Itaska. 1700 to 3100, Fourth St. line; 3200 to 4400, Bellefontaine line; 4500 to 4700, Broadway line.

ORIOLE AVE. S. to N. From 5830 Lilllan to 5800 W. Florissant Ave. Bellefontaine line.

OSAGE. E. & W. 4000 S. From Wharf to Grand. 1 to 2700, Broadway line; 2800 to 3200, Bellefontaine line; 3300 to 3600, Grand line.

OSCEOLA. E. & W. 4400 S. From Wharf to Gerritt Ave. and from Gravois to Morganford Road. 1 to 3100, Broadway line; 3100 to 3800, Bellefontaine line; 3800 to 4300, Cherokee line; also from Morganford Road west to Ridgewood. Cherokee line.

OUIDA AVE. N. & S. 735 W. and 6000 N. From Clarence to Morin. 6000 to 6400, Broadway line.

OXFORD AVE. E. & W. From 7400 Commonwealth Ave. to city limits. Manchester line.

OXFORD LANE. N. & S. From 1830 McLaran to 1835 Switzer Ave. Broadway line.

OXFORD PL. (now Romaine Pl.) Private.

PACIFIC. N. & S. From Chouteau one block east of Vandeventer Ave. Manchester or Sarah lines.

PAGE BL. E. & W. 1400 N. From Francis to western clty limits. 3600 to 4500, Wellston line; 4500 to clty limits, Page line.

PALM. E. & W. 3000 N. From Wharf to Prairie, and from Vandeventer to Clay. 1 to 1000, Broadway line; 1100 to 1600, Bellefontaine line; 1700 to 2500, Lee line; 2600 to 3800, Jefferson line; 3900 to 4100, Natural Bridge line.

PAMPLIN PL. N. to S. From 6100 W. Florissant to Schulte Ave. Bellefontaine and Jennings line.

PANSEY AVE. See Harris Ave.

PAPIN. E. & W. 900 S. From Broadway to Kingshighway. 500 to 1700, Tower Grove line, 1710 to 3900, Manchester line; also see West Papin.

PARIS AVE. N. & S. From 4425 Ashland Ave. to Natural Bridge Road. Taylor line.

PARK AVE. E. & W. 1400 S. From 1st to 1500 Tower Grove Ave. 1 to 500, Broadway line; 600 to 900, Natural Bridge line; 1000 to 1700, Fourth St. line; 1800 to 1900, Tower Grove line; 2000 to 4100, Park line; 4200 to 4400, Vandeventer line.

PARK ENTRANCE. 9500 N. From Columbia Bottom Road to Prospect Grove in Prospect Hill. Broadway line or Water Works line.

PARK LANE. N. & S. From 1700 McLaren to Melrose. Broadway line.

PARKLAND PL. S. to N. From 5872 Hodiamont tracks to Bartmer. Hodiamont line.

PARK VIEW PL. E. & W. From 300 S. Taylor to Kingshighway Bl. Taylor line.

PARKWOOD PL. N. to S. From Loughborough Ave. north to Toenges Ave. Cherokee line.

PARKER AVE. E. & W. From 3400 Gustine to 3400 Bent, and from 3330 Maury St. to Kingshighway Bl. Tower Grove or Cherokee lines.

PARKWOOD RD. Semi-circular Street, in Prospect Hill, 1 block north of St. Cyr Ave. Broadway and Water Works lines.

PARNELL. N. & S. 2557 W. From Warren to Hebert and from Palm to Glasgow. 2600 to 4000, Jefferson line.

PARTRIDGE AVE. S. to N. From 5745 Bircher to 5840 W. Florissant Ave. Bellefontalne line.

PATTISON AVE. E. & W. 1800 S. From Kingshighway to Lilly. 5000 to 5500, Southampton line.

PATTON AVE. E. & W. 1700 N. From Union to Arlington. 5300 to 5400, Union Ave. car.

PAUL. N. & S. 816 W. From Chouteau to Hickory. 1000 to 1200, Tower Grove line.

PAULIAN PL. E. & W. 1600 N., east from Union Bl. Union Ave car.

PAULINE. N. & S. From 4400 Oleatha to 4400 Tholozan. Southampton line.

PEARL AVE. N. & S. From 5600 N. Magnolia to 5600 S. Magnolia. Tower Grove line.

PECK. N. & S. 3500 W. and 4100 N. From Bailey to Florissant. 4000 to 4400, Grand Ave. line.

PELHAM AVE. N. & S. 8100 N. From Bittner to Broadway. Broadway line.

PENDLETON AVE. N. & S. 4300 W. From Olive to Kennerly. 600 to 2700, Taylor Ave. line.

PENN. E. & W. 2631 S. and 2000 W. From Lemp to McNair. 2000 to 2100, Cherokee line.

PENNSYLVANIA AVE. N. & S. 3020 W. From Park to West Catalan. 1400 to 2800, Compton line; 2900 to 3100, Fourth St. line; 3100 to 4300, Bellefontalne line; 4400 to 8600, Broadway line.

PENROSE. E. & W. 4200 N. From Wharf to Semple and from 4300 Goodfellow to 4300 Darby. 1 to 900, Broadway line; 1100 to 2200, Bellefontaine line; 2300 to 4700, Lee line; 4800 to 5400, Natural Bridge line; 5800 to 5900, Kirkwood-Ferguson line.

PERNOD AVE. E. & W. 3400 S. From Kingshighway to River des Peres. 4900 to 6500, Tower Grove line; 6600 to 7200, Frisco suburban trains to Lindenwood.

PERSHING AVE. E. & W. From 350 N. Newstead to city limits. 4400 to 5000, Maryland-Olive line; 5300 to 7000, University-Olive line.

PESTALOZZI. E. & W. 2900 S. From Broadway to Grand. 500 to 2600, Natural Bridge line; 2800 to 3600, Fourth St. line.

PHILLIPS AVE. E. & W. 3733 S. From Giles to Spring and from Gravois to Oak Hill Ave. 3700 to 4100, Cherokee line.

PICCADILLY AVE. E. & W. 7100 W. and 3700 S. From River des Peres to western city limits. 7100 and west, Mo. Pac. suburban trains to Maplewood or Manchester line.

PICKER. E. & W. 1800 S. From 14th to Dolman. 1500 to 1700, Bellefontalne or Fourth St. line.

PIEDMONT AVE. N. & S. From 4100 S. Broadway to Mississippi River. Broadway line.

PIERCE AVE. N. & S. 5800 W. From Wise to Wilson. 1200 to 1600, Manchester line.

PINE. E. & W. 200 N. From Wharf to Grand. 1 to 3600, Olive St. line.

PITZMAN AVE. E. & W. 6800 N. From Hall to Broadway. 1 to 800, Broadway line.

PLATEAU AVE. E. & W. 6500 W. From Prather Ave to city limits. 6600 to 7100, Manchester line.

PLAZA DRIVE. N. & S. From 5330 Pershing to about 200 feet south. University-Olive line.

PLEASANT. N. & S. 3200 W. and 4000 N. From Bailey to Florissant. 4000 to 4400, Lee line.

PLOVER AVE. S. to N. From 5640 Bircher to 5640 W. Florissant Ave. Bellefontaine line.

PLUM. E. & W. 700 S. From Wharf to 4th. 1 to 400, Tower Grove line.

PLYMOUTH AVE. E. & W. 1200 N. From Goodfellow to western city limits. 5800 to 6200, Page line.

POEPPING AVE. E. & W. 8100 S. From Wharf to Waddell, east of Broadway. 1 to 1100, Broadway line.

POLK. N. & S. 100 W. and 7500 S. From Koeln to River des Peres. 7500 S. to 8000 S., Broadway line.

PONCE AVE. E. & W. 7927 N. From Water Works conduit to alley east of Broadway. Broadway line.

PONTIAC SQUARE. 900 W., 2300 S. Ninth and Tenth Sts., Shenandoah and Ann Aves. Cherokee line.

POPE AVE. E. & W. 6100 N. From Hall to 6100 N. Broadway. 100 to 800, Broadway line; also from 4400 N. Newstead to Florissant Ave., Taylor line.

POPLAR. E. & W. 600 S. From Wharf to 18th St. 1 to 800, Broadway or 4th St. lines; 900 to 1800, Belt line.

PORTIS AVE. N. & S. 4440 W. and 3100 S. From Arsenal to Connecticut. 3100 to 3200, Tower Grove line.

PORTLAND PL. E. & W. 400 N. and 5000 W. From Kingshighway to Union. Olive-Maryland or University-Olive lines.

PORTLAND TERRACE. 8843 N. Running west from Broadway. Broadway through line.

POTOMAC. E. & W. 3500 S. From Wharf to Broadway and from Lemp to Gustine, and from Oak Hill Ave. to Morganford, and from 3430 Maury to 3430 S. Kingshighway Bl. 1 to 1800, Broadway line; 1800 to 4300, Cherokee line; 4800, Southampton line.

POWDER. N. & S. 100 W. and 4500 N. From East Grand to East Prairie. 4700 to 5000 N., Broadway line.

POWERS AVE. E. & W. From 2731 Burd Ave. to Clara Ave. Cass line.

PRAIRIE AVE. N. & S. From 3735 Cook to 3900 West Florissant Ave. 1300 N. to 3700 N., Vandeventer; 4100 to 4400 N., Lee line.

PRAIRIE AVE., EAST. E. & W. From 5000 N. Wharf to 3900 W. Florissant Ave. 100 to 1500, Broadway line; 1500 to 2200, Bellefontaine line.

PRANGE AVE. E. to W. From 4901 Union to 4900 Wren Ave. Union or Bellefontaine lines.

PRATHER AVE. N. & S. 6800 W. From Plateau to Manchester. 1500 to 2300, Manchester line.

PRESCOTT AVE. N. & S. 700 W. From Luther to Broadway. 5600 to 7000 N., Broadway line.

PRESIDENT. E. & W. 3600 S. From Wharf to Wisconsin. 1 to 2000, Broadway line.

PRESTON PL. N. & S. 1900 W. From Lafayette to Geyer. 1800 to 2100, Fourth St. line.

PRICE AVE. E. & W. 7900 N. From Water Works conduit to alley east of Broadway. Broadway line.

PRIMM. E. & W. 7900 S. From Wharf to River des Peres. 1 to 200, Broadway line; 300 to 2800, Bellefontaine line.

PRINTZ AVE. S. to N. From 4640 Kansas to Milentz. Cherokee line.

PROSPECT AVE. N. & S. 3650 W. From Forest Park Bl. to Chouteau. 200 to 1000, Grand Ave. line.

PROSPECT GROVE. N. & S. From Glendale to Parkwood Road. Broadway line to terminus, then north on Water Works line.

PROVENCHERE PL. E. & W. 3156 S. and 1900 W. From Lemp Ave. west, Cherokee line.

PROVIDENCE PL. E. & W. From 4233 Minnesota to 4230 Michigan Ave. Bellefontaine line.

PULASKI (Formerly Hiawatha). E. & W. From Compton to Virginia Ave. 3200 W. and 4633 S. Bellefontaine line.

PUTNAM. N. & S. 524 W. and 5600 S. From Fassen to Bates. Bellefontaine line.

QUEEN AVE. N. & S. From 6830 Southwest Ave. to River des Peres. Manchester line.

QUEEN'S AVE. N. to S. From 5040 Thekla to 5040 West Florissant Ave. Bellefontaine line.

QUINCY. E. & W. 7000 S. From Wharf to Virginia. 1 to 200, Broadway line; 300 to 500, Bellefontaine line; also from 6931 Gravois to 6930 Brunswick. Cherokee line.

RACE COURSE AVE. E. & W. From 1450 S. Vandeventer to Taylor Ave. Vandeventer line.

RADOM AVE. 6300 S. N. & S. From 4331 Iron St. to Kingshighway, southwest. Cherokee line.

RAILROAD AVE. S. & N. From 500 Calvary to 7800 N. Broadway. Broadway line.

RALPH TERRACE. 6800 W. 1500 S. E. to W. from Prather Ave. Manchester line.

RANDALL. E. & W. From 4725 Gerritt Ave. to Leona St. Cherokee line.

RANDOLPH. E. & W. 500 S. From 21st to Leffingwell. 2100 to 2800, Jefferson or Market lines.

RANKIN AVE. N. & S. 3400 W. From Laclede to Caroline. 1 to 600, Market St. line; 600 to 1500, Grand line.

RAUSCHENBACH AVE. N. & S. 2122 W. From Hebert to Maiden Lane. 2300 to 2900, Belt line.

RAY AVE. N. & S. From 4050 Bingham to 4140 Walsh St. Cherokee line.

RAYMOND AVE. E. & W. 1100 N. From Kingshighway to Union. 5000 to 5300, Hodiamont or Page lines.

REBECCA. See Aberta Pl.

REBER PL. E. & W. 2800 S. From Kingshighway to Dalton and from Clifton Ave. to Tamm. 4900 to 5400, Southampton line; 5700 to 6400, Tower Grove line.

RED BUD AVE. N. & S. 4250 W. From Natural Bridge Ave. to 4235 West Florissant Ave. 3700 to 3900, Natural Bridge line; 4000 to 4200, Lee line; 4400 to 4500, Bellefontaine line.

REDBUD AVE. EAST. From 5700 Hall to 5700 N. Broadway. Broadway line.

REGAL PL. N. & S. 5500 W. From Fyler Ave. to 1 block S. of Arthur. Tower Grove line.

REILLY AVE. N. & S. 7400 S. and 400 E. From Upton to River des Peres. 7400 to 8900, Broadway line.

REMMERS AVE. N. & S. From 4020 Robert Ave., running 2 blocks south. Cherokee line.

RHODES AVE. E. to W. From Kingshighway S. W. to Hampton Ave. Cherokee line.

RICE. N. & S. 2000 W. and 700 S. From Gratiot north to railway tracks. Park or Compton lines.

RICHARD PL. N. & S. 4400 N. and 4615 W. From Carter to Kenneth Pl. Taylor or Bellefontaine lines.

RICHERT AVE. 7101 W. N. & S. From 7100 Manchester to Bruno Ave. Manchester line.

RIDGE AVE. E. & W. 1400 N. From Kingshighway to western city limits. 5000 to 6200, Wellston line.

RIDGEWOOD AVE. 4539 W., running north and south from 4525 Beethoven to Wilcox Aves. Cherokee line; also from Chippewa St. south to alley south of Osceola. Cherokee line.

RIPPLE. N. & S. 6200 W. and 1300 S. From West Park Ave. south. 1400 to 1600, Manchester line.

RISLEY. N. & S. 152 W. From Lombard to Chouteau. 900 S. to 1000 S. Broadway line.

RIVERVIEW DRIVE. N. & S. 8900 N. on Broadway. From Broadway to north city limits. Broadway and Water Works lines.

ROBBIN'S LANE. See West 16th St.

ROBERT AVE. E. & W. 7300 S. From Wharf to Morganford Road. 1 to 300, Broadway line; 400 to 3800, Bellefontaine line; 3900 to 4400, Cherokee line.

ROBERTS AVE. (Private.) E. & W. From 1400 Billon, running 1 block west. Manchester line.

ROBIN AVE. S. to N. From 5730 Lillian Ave. to 5730 West Florissant Ave. Bellefontaine line.

ROLLA PL. S. from 4230 Ashland to Labadie. Sarah line.

ROMAINE PL. E. & W. From 1375 Goodfellow to Hodiamont. 1379 N between Ridge and Minerva. Page Ave. line.

ROOSEVELT PL. E. & W. Starts one-half block west of Clara Ave. to 2900 Goodfellow Ave. Cass line.

ROSA AVE. E. & W. From 6100 Gravois to Brannon Ave. Cherokee line.

ROSALIE. E. to W. From 4150 Carter to 5450 N. Kingshighway Bl. Bellefontaine line.

ROSALIE (Private.) See Arsenal St.

ROSEDALE AVE. N.-W. 6100 on Pershing to Olive Street Road. 300 to 400, University-Olive line; 500 to 800 Delmar-Olive line.

ROSWELL AVE. E. & W. 7200 S. From Grand to Field. 3700 to 3800, Bellefontaine line.

ROWAN AVE. N. & S. 5850 W. and 1400 N. From Ridge to Easton. Wellston line.

RUGBY PL. E. & W. 1225 N. From Aubert 4900 W. Hodiamont line.

RUSH PL. (Private.) N. & S. From 4270. Lee Ave. to Kossuth Ave. Lee line.

RUSKIN AVE. S. & N. From 5201 Bircher Rd. to 5200 W. Florissant. Bellefontaine or Union lines.

RUSSELL AVE. E. & W. 2100 S. From Wharf to Tower Grove ave. 1 to 600, Broadway line; 700 to 1000, Natural Bridge line; 1100 to 1800, Cherokee; 1900 to 2800, Fourth St. line; 2900 to 3400, Compton line; 3400 to 3800, Grand line; 3800 to 4000, Park Ave. line; 4000 to 4300, Vandeventer line.

RUSSELL PL. N. & S. From 4000 Arsenal to Tholozan. 3100 to 3300, Tower Grove line; from 3400 S., Cherokee line.

RUTGER. E. & W. 1300 S. From Wharf to Tiffany. 1 to 600, Broadway line; 700 to 900, Natural Bridge line; 1000 to 1400, Fourth St. line; 1800 to 2000, Tower Grove line; 2000 to 3800, Park line.

SACRAMENTO AVE. E. & W. 3800 N. From Fair to Newstead and from Cora west 1 block, and from Geraldine to Union. 4100 to 5200, Natural Bridge line.

SALENA. N. & S. 2000 W. From Gravois to Chippewa. 2300 to 3400, Cherokee line; 3500 to 3800, Broadway line.

SALISBURY. S.-W. 3700 N. From Wharf to Palm. 1 to 900, Broadway line; 1100 to 1500, Bellefontalne line; 1900 to 2600, Lee line.

SALOMA AVE. E. to W. From 4960 Wren to Partridge. Bellefontaine line.

SALZBURGER AVE. N. to S. From 4600 Cecil Pl. to Loughborough. Cherokce line.

SAN BONITA. E. & W. From 900 S. Skinker Rd. to city limits. Market or City Limits lines.

SANFORD AVE. (Private.) S. to N. From 6440 Mitchell Ave. N. one-half block. Manchester line.

SAN FRANCISCO AVE. E. & W. 3900 N. From Fair to Cora, and from Euclid to Union. 4100 to 5300, Natural Bridge line.

SAN JACINTO AVE. N. & S. 6600 W. and 1400 S. From Dale to Villa. 1500 to 1600. Manchester line.

SAN JUAN AVE. N. & S. 8000 N. From Thrush to Christian. 7900 to 8000, Broadway line.

SARAH. N. & S. 4100 W. From Ashland to Manchester. Also from Manchester to 1200 S. Vandeventer Ave. Sarah line.

SARPY AVE. E. & W. 700 S. From Vandeventer to Boyle. 3900 to 4200, Market St. line.

SARSFIELD PL. N. & S. 1920 W. From O'Fallon to Cass. 1300 to 1500, Belt line.

SAVOY COURT. Running in curve from Union Bl. between Delmar and Enright Aves to Delmar Bl. 5300 W. to 725 N., Union Ave. and Delmar cars.

SCANLAN AVE. E. & W. 3200 S. From Tamm to McCausland. 6500 to 7100, Frisco suburban train to Gratiot.

SCANLAN PL. N. & S. From 4525 Margaretta to 4525 Lee Ave. Lee line.

SCHAEFER PL. N. & S. 6600 W. North of Manchester Ave. Manchester line.

SCHILD AVE. E. & W. 1800 S. From 18th to Preston Pl. Fourth St. line.

SCHILLER AVE. E. & W. 7300 N. From Broadway to Wabash Ry. 500 to 700, Broadway line.

SCHILLER PL. (Private.) W. to E. From 5400 Morganford Road running three blocks east. Cherokee line.

SCHIRMER. E. & W. 7700 S. From Wharf to River des Peres. 1 to 300, Broadway line; 400 to 3000, Bellefontaine line.

SCHOENLAU ST. E. & W. From 6100 Gravois running east. Cherokee line.

SCHOFIELD PL. E. & W. From 6600 W. to Ferguson Ave. 6800 W. Midland line.

SCHOLLMEYER AVE. E. & W. 6600 S. Kingshighway to Korn. Cherokee line.

SCHOOL. E. & W. 1100 N. From Cardinal to Channing. 3100 to 3500, Hodiamont line.

SCOTT AVE. E. & W. 600 S. From 21st to Euclid. 2100 to 4100, Market St. line; 4100 to 4900, Laclede line.

SECOND. N. & S. 200 W. at Market St. From Adelaide to President. 5400 N. to 3700 S. Broadway line.

SECOND AVE. See West Park Ave.

SEIBERT AVE. W. & E. From 8200 Gravois to Union Rd. Cherokee line.

SELBY PL. N. & S. 1500 W. From Wash to Carr. 1000 to 1100, aNtural Bridge or Hodiamont line.

SELLS AVE. E. & W. 8300 N. From Church Road to Newby. Broadway line.

SEMPLE AVE. N. & S. From 5430 Page to 5440 Bircher Road. 1300 to 1400, Page; 1400 to 2500, Wellston; 2600 to 4500, Union line.

SEVENTEENTH. 1700 W. From Clinton to Chouteau. 1 N. to 1800 N., Belt line; 1 S. to 1000 S., Park or Compton lines.

SEVENTH. N. & S. 700 W. From Howard St. (1700 N. on Broadway) to Cherokee (3400 S. on Broadway). 1 N. to 1500 N., Cass line; 1600 to 1700 N., Broadway line; 1 S. to 3400 S., Lee line.

SEXAUER AVE. (Private.) S. to N. From 4734 Carter Ave. to Bircher St., one block east of Marcus Ave. Bellefontaine and Taylor cars.

SHARP AVE. N. & S. 4000 W. From Loughborough to Primm. 7000 to 7900 Bellefontaine line.

SHAW AVE. E. & W. 1900 S. From Grand to Sublette. 3600 to 3800, Grand line; 3900 to 4100, Park line; 4100 to 4500, Vandeventer line; 5000 to 5500, Manchester line, walk south four blocks.

SHAW AVE. PL. S. to N. From 3650 Shaw to 3650 DeTonty. Grand or Tower Grove line.

SHAWMUT PL. N. & S. 5700 W. From Easton to Julian. Page or Wellston line.

SHEER AVE. E. to W. From 4531 Wren Ave. to Partridge, one block north of Bircher Road. Bellefontaine or Union lines.

SHENANDOAH AVE. E. & W. 2300 S. From Broadway to Kingshighway. 500 to 1200, Natural Bridge line; 1200 to 1900, Cherokee line; 2000 to 2700, Jefferson line; 2700 to 2900, Fourth St. line; 2900 to 4100, Compton line; 4200 to 4300, Vandeventer line; 4500 to 5000, Southampton line.

SHERIDAN AVE. E. & W. 1439 N. From 23rd to Easton. 2300 to 2900, Cass line; 3000 to 3300, Natural Bridge line.

SHERMAN PL. E. & W. 4125 N. and 3900 W. From Prairie to Warne. Lee line.

SHERRY AVE. E. to W. From 5100 Partridge to Mimika. Bellefontaine line.

SHIRLEY PL. N. & S. From Kingshighway Northeast to Dryden. 4600 N. and 2418 W. Bellefontaine line.

SHORT. E. & W. 2600 N. From 15th to 19th, Lee line, and from DeSoto to Talcott, 5100 N., Broadway line.

SHORT ALLEY. N. & S. 2600 S. Between Cushing, Victor and McNair. 2600 to 2700, Bellefontaine line.

SHREVE AVE. N. & S. 4700 W. From Natural Bridge Road to Kingshighway N. E. 3700 to 4100, Natural Bridge line; 4100 to 4500, Lee line.

SHULTE AVE. E. to W. From 5600 Tracy Road to 5600 Mimika. Bellefontaine line.

SIDNEY. E. & W. 2600 S. From Wharf to Grand. 1 to 600, Broadway line; 700 to 1100, Natural Bridge line; 1200 to 2000, Cherokee line; 2100 to 2700, Jefferson line; 2800 to 3600, Compton line.

SIEMERS LANE. N. & S. From 5700 Natural Bridge Rd. to Bircher. Union and Cass lines.

SIGEL AVE. N. & S. From Gravois Ave. to Gardenville Ave. at 6201; also from Terrace Ave. to 5500 Kingshighway. Cherokee and Southampton lines.

SIMPSON AVE. E. & W. and N. & S. Around Clifton Park in Clifton Heights. 6100 W., Tower Grove line.

SIMPSON PL. N. to S. From 2110 Lafayette Ave., running south, Tower Grove line.

SINAI AVE. S. to N. From 1000 Canaan St. to Harlan. Broadway line north.

SINGLETON. E. & W. 823 S. From 14th to 18th and from 21st to 22nd. 1400 to 1800, Tower Grove line; 2100 to 2200, Manchester line.

SIXTEENTH. N. & S. 1600 W. From Chambers to Poplar Sts. 1 N. to 1500 N., Belt line; 1600 to 2000, Lee line; 1 S. to 500 S., Belt line.

SIXTEENTH, WEST. S. to N. From 1626 St. Charles St. to Lucas Ave., formerly Robbins' Lane. Compton, Page or Park cars.

SIXTH. N. & S. 600 W. From Cass to Park. 1 N. to 1200 N., Cass; 1200 to 1600, Broadway; 1 S. to 1400 S., Natural Bridge line.

SKINKER ROAD. N. & S. 6200 W. on Delmar to 7000 W. on Clayton. Western boundary of Forest Park. Clayton and Market St. lines; also University-Delmar and City Limits lines.

SLATTERY. N. & S. 2932 W. From St. Louis to Benton. 2500 to 2800, Cass line.

SLEVIN AVE. E. & W. 4100 N. From Euclid to Union. 4900 to 5300, Natural Bridge line.

SMILEY AVE. E. & W. From Tamm Ave. to alley east of Leola. Tower Grove line; 3149 S. From Leola to Frisco Ry. 6500 to 7000, Frisco suburban trains to Gratiot.

SMITH AVE. E. & W. 1500 N. From Wharf to 1st. Broadway line.

SOPER AVE. E. & W. 6500 S. From Wharf to Michigan, east of Broadway. 1 to 400, Broadway line.

SOPHIE AVE. N. & S. 4200 W. From Ashland to Margaretta. 3500 to 4000, Sarah line.

SOULARD. E. & W. 1700 S. From Wharf to 14th St. 1 to 500, Broadway line; 700 to 1000, Natural Bridge line; 1000 to 1200, Cherokee line; 1200 to 1400, Fourth St. line.

SOUTH COURT. From 4927 Laclede to 4924 Buckingham Court. Laclede or Taylor lines.

SOUTH DAKOTA. E. & W. 4600 S. and 3100 W. From East to West Michigan. Bellefontaine line.

SOUTH MARKET. E. & W. 8000 N. In Baden. From Walter to Hall's Ferry Road. Broadway line.

SOUTH ROAD. See Dale Ave.

SOUTHWEST AVE. E. & W. From 2261 S. Kingshighway to western city limits. 4900 to 5200 Southampton line; 5300 to 6700, Tower Grove line; 6800 to 7200, Manchester line.

SPALDING AVE. E. & W. 2600 N. From Marcus to Union and from Clara to Goodfellow. 4900 to 5300, Spalding line; 5600 to 5900, Wellston line.

SPENCER PL. E. & W. 1100 N. Extension of Suburban Ave. west of city limits. Hodiamont line.

SPRING AV. N. & S. 3700 W. From Natural Bridge Road to Chippewa. 3700 N. to 3800 S., Grand line.

SPRING DRIVE. E. & W. From 9701 River View Drive to city limits. Broadway or Water Works lines.

SPROUL AVE. N. & S. 6200 W. Lloyd Ave. to Manchester Ave. Manchester line.

SPRUCE. E. & W. 400 S. From Wharf to 16th. 1 to 600, Broadway line; 600 to 800, Natural Bridge line; 900 to 1700, Belt line.

ST. ALPHONSUS. N. & S. 3633 W. From Bell to Finney. Page line.

ST. ANGE AVE. N. & S. 1400 W. From Chouteau to Carroll. 1000 to 1200, Tower Grove line; 1400 to 1600, Fourth St. line.

ST. ANTHONY. E. & W. 1271 S. From Broadway to 6th. Broadway line.

ST. CHARLES. E. & W. 500 N. From 3rd to Jefferson. 300 to 2600, Page line.

ST. CYR AVE. E. & W. 9400 N. From Columbia Bottom Road to western city limits. Broadway line or Water Works line.

ST. EDWARD AVE. E. & W. 2831 Burd Ave. to Clara Ave. Cass line.

ST. FERDINAND AVE. E. & W. 2500 N. From Prairie to Marcus. 3800 to 4000, Vandeventer line; 4000 to 4300, Sarah line; 4300 to 4700, Taylor line.

ST. FERDINAND PL. E. & W. 2500 N., 3700 W. From Spring to Prairie Ave. Natural Bridge line.

ST. GEORGE. E. & W. 2700 S. From Wharf to Broadway. 1 to 500, Broadway line.

ST. JAMES SQUARE. E. & W. 7200 W. and 3300 S. From Leamington to Manhattan. Frisco suburban train to Lindenwood.

ST. JOSEPH. E. & W. 1235 S. From Broadway to 6th. Broadway line.

ST. LOUIS AVE. E. & W. 2800 N. From Wharf to Clara. 1 to 800, Broadway line; 900 to 2800, Belt line; 2900 to 5800, Cass line.

ST. LOUIS PL. N. & S. 2100 W. (Public Park.) Bounded by Maiden Lane, Hebert, 21st, and Rauschenbach. Belt line.

ST. VINCENT AVE. E. & W. 1551 S. From Jefferson to Theresa. 2600 to 3600, Park Ave. line.

STANLEY AVE. E. & W. From 2100 McCausland to 2100 Blendon Pl. Manchester line.

STANSBURY. E. & W. From 3730 Illinois to 3740 S. Broadway. Broadway line.

STAR SQUARE. N. & S. West side of 12th St. from Olive to Locust. All Olive cars.

STEFFENS AVE. S. & N. From 4100 Delor to 4100 Eichelberger. Cherokee line.

STEINS. E. & W. 7600 S. From Wharf to Grand. 1 to 300, Broadway line; 400 to 3600, Bellefontaine line.

STERR LANE. E. & W. 4750 S. From Broadway east. Broadway line.

STEWART PL. N. & S. 5432 W. From Wells to Easton. Wellston line.

STOCKTON. N. & S. 100 W. From East Grand Ave. to Prairie. 4700 to 5000, Broadway line.

STOCKWELL PL. E. & W. 6900 W. In Cheltenham. (Private street.) From Cutter Ave. east. Manchester line.

STODDARD. E. & W. 1100 N. From Jefferson to Glasgow. 2600 to 2900, Natural Bridge line.

STRAFFORD AVE. E. to W. From 4701 Thrush to city limits. Bellefontaine line.

STRINGTOWN ROAD. N. & S. 500 W. and 5600 S. From Bates to Compton. Bellefontaine line.

STURGEON PL. 4500 N., running about 300 feet N. from 1400 Bissell St. Broadway car.

SUBLETTE AVE. N. & S. 5600 W. From Berthold to Pernod. 1100 to 2200, Manchester line; 2300 to 3400, Tower Grove line.

SUBURBAN AVE. E. & W. From 1125 Maple Pl. to city limits. 6000 to 6200, Hodiamont line.

SUBURBAN TERRACE. Western city limits. N. & S. West side Hodiamont line, between Horton Pl and Bartmer Ave. Hodiamont line.

SULLIVAN AVE. E. & W. 3100 N. From 13th to Clay; 1300 to 3800, Belt line; 3800 to 4100, Cass line.

SULLIVAN AVE. (Private.) E. to W. From Lambdin Ave. eastward. 3100 N., 4300 W. Cass line.

SULPHUR AVE. N. & S. 5900 W. From Billon to Wilson, and from Elisabeth to Arthur, and Bancroft to Nottingham. 1400 to 2100, Manchester line; 2200 to 3400, Tower Grove line; 4300 to 4800, Southampton line.

SUMMIT PL. S. to N. From 5950 Schulte to 5950 W. Florissant. Bellefontaine or Jennings lines.

SUTHERLAND AVE. E. & W. 4400 S. From River des Peres to city limits and from Kingshighway to Sulphur. 5000 to 5700, Southampton line; 7000 and west, Frisco suburban train to Shrewsbury.

SUTTON AVE. N. & S. 7400 W. From Lohmeyer to Mo. Pac. Ry. Manchester line.

SWAN AVE. E. & W. 1200 S. From Boyle to Kingshighway Bl. 4200 to 4900, Manchester line.

SWERINGEN AVE. E. & W. 6600 N. Hall to Broadway. 1 to 800, Broadway line.

SWITZER AVE. N. & S. 7800 N. From Broadway to northern city limits. 800 to 1900, Broadway line.

TAFT AVE. E. to W. From Garrett Ave., 3900 W. and 4500 S. to Ridgewood Ave., 4500 W. and 4500 S. Cherokee line.

TALCOTT AVE. E. & W. 5200 N. From Hall to Broadway. 300 to 700, Broadway line.

TALMAGE AVE. N. & S. 4138 W. From Papin to Mo. Pac. Ry., Manchester line.

TAMM AVE. N. & S. 6400 W. From Oakland to Watson. 1000 to 1300, Market line; 1300 to 1800, Manchester line; 2700 to 3200, Tower Grove line.

TARA LANE. N. & S. 1600 W. From MacLaren to Switzer. Broadway line.

TARGEE. See Johnson St.

TAYLOR AVE. N. & S. 4500 W. From 4500 Laclede to 4500 W. Florissant. 100 to 200 N., Laclede line; 300 to 500 N. Maryland-Olive line; 600 N. to 4600 N., Taylor line.

TAYLOR AVE., EAST. E. & W. From 6201 N. Wharf to 4500 W. Florissant. Taylor line

TAYLOR PL. (Private.) N. & S. From San Francisco Ave to Margaretta Ave., one-half block west of Taylor Ave. 4525 W. and 3900 N. Natural Bridge line

TAYLOR, SOUTH. N. & S. From 4500 Laclede to Vista Ave. 1 S. to 1200 S., Taylor line; 1200 S. to 1400 S., Manchester line.

TEMPLE PL. N. & S. 5650 W. From Wells to Julian. Page or Wellston line.

TENNESSEE AVE. N. & S. 3432 W. From Shenandoah to River des Peres. 2300 to 4400, Grand line; 4600 to 8100, Bellefontaine line.

TENNYSON SQUARE. N. & S. 7200 W. and 3100 S. From Commonwealth to Canterbury. Manchester line, or Mo. Pac. Ry. to Maplewood.

TENTH. N. & S. 1000 W. From Hebert to Market. Belt line. (See also Tenth, South.)

TENTH, SOUTH. S. & N. From 1000 Market to Lynch. 1 S. to 600 S., Belt line; 900 S. to 1200 S., Fourth St. line; 1200 S. to 2800 S., Natural Bridge line.

TERRACE AVE. E. & W. From 5430 Elenore to Goethe. Cherokee line.

TERRY AVE. E. & W. 2833 N. From Euclid to Goodfellow. 4900 to 5800, Cass line.

TESSON. E. & W. 8000 S. From Wharf to River des Peres. 1 to 200, Broadway line; 300 to 3800, Bellefontaine line.

TEXAS AVE. N. & S. 2632 W. From Eads to Osceola. 1600 to 3900, Jefferson line; 4200 to 4400, Broadway line.

THATCHER AVE. E. & W. 7700 N. From Wharf to Broadway 1 to 700, Broadway line.

THEISMAN PL. (Private.) From Bircher Pl. to Kingshighway, N. E. Bellefontaine line.

THEKLA AVE. E. to W. From 5301 N. Euclid to 5300 Mimika. Union or Bellefontaine line.

THEOBALD AVE. E. & W. In Baden. 8600 Church Road to Newby St. Broadway line.

THEODORE AVE. E. to W. From 5200 N. Euclid to 5200 Mimika Ave. Union or Bellefontaine line.

THEODOSIA AVE. E. & W. 1600 N. From Euclid to Hodiamont. 4800 to 6100 W, Wellston line.

THERESA AVE. N. & S. 3500 W. From Bell to Lafayette. 1000 N. to 1700 S. Grand Ave. line.

THERMA TERRACE. (Private.) 6800 W. E. to W. From about 1520 Prather Ave. and running west two blocks. Manchester line.

THIRD. N. & S. 300 W. From O'Fallon to Arsenal. 1300 to 3100 S., Broadway line.

THIRD AVE. See Nashville Ave.

THIRTEENTH. N. & S. 1300 W. From Branch to Cherokee. 400 N., all Olive lines; 400 to 700, Page line; 800 to 1000 Wellston line; 1100 to 3200, Bellefontaine line; No. 1 S to 1700 S., Fourth St. line; 1800 to 3400 S., Cherokee line.

THIRTY-EIGHTH. N. & S. From Meramec St. (4300 S.) to Eichelberger St. 5300 S. Grand Ave. or Bellefontaine lines.

THIRTY-NINTH. N. & S. 3900 W. Park to Magnolia. Park line. Also from Osceola, 4400 S. to Neosho St. 4600 S., Bellefontaine line.

THIRTY-SEVENTH. N. & S. From Meramec St., 4300 S., to Eichelberger St., 5300 S. Grand or Bellefontaine line.

THOLOZAN AVE. E. & W. 3650 S. From Grand to Kingshighway and from McCausland to River des Peres. 3600 to 4300, Cherokee line; 4300 to 5000, Southampton line; 7000 and west, Frisco trains to Lindenwood.

THOMAS. E. & W. 1400 N. From Jefferson to Cook Ave. 2600 to 3100, Natural Bridge line; 3400 to 3500, Wellston line.

THOMPSON AVE. See Garrison Ave.

THORNBY PL. N. & S. 5840 W. Maple to Bartmer. Hodiamont line.

THRUSH AVE. S. to N. From 5600 Bircher to 5600 W. Florissant. Bellefontaine or Union lines.

THRUSH AVE., EAST. E. & W. From 8000 N. Wharf to 8000 N. Broadway. Broadway line.

THURMAN BL. N. & S. 4100 W. From Magnolia to Folsom and from Park Ave. north one block. 1500 to 2300, Park line.

TIFFANY AVE. N. & S. 3800 W. From Gratiot to Vista. 1000 to 1300, Sarah or Manchester line.

TILDEN AVE. N. & S. From 4401 Iron St. to 4400 Kingshighway southwest, walk east. Cherokee car.

TILLIE AVE. E. & W. 8237 N. From Frederick St. to Newby St., nine blocks west of Broadway. Broadway through line.

TOM. N. & S. 2014 W. From Eugenia to Clark. Market or Manchester line.

TOWER GROVE AVE. N. & S. 4340 W. From Clayton to Magnolia. 600 to 1100, Market line; 1200 to 2300, Vandeventer line.

TOWER GROVE PL. E. & W. From 2330 Alfred to Kingshighway Bl. Southampton line.

TRACY ROAD. S. to N. From 5900 Thekla to 9100 Hall's Ferry Road. 5400 to 8500, Bellefontaine line; 8600 to 9100, Broadway line.

TRAFFORD LANE. S. to N. From 1800 McLaren to 1800 Switzer Ave. Broadway line.
TREMONT AVE. E. & W. 3100 C. From River des Peres to Canterbury Ave. Mo. Pac. trains to Maplewood.
TRUDEAU. E. & W. 2200 S. From Wharf to Broadway. 1 to 500, Broadway line.
TURNER AVE. N. & S. 4200 W. From Natural Bridge Road to Lee Ave. 3700 to 4100, Sarah St. line.
TWELFTH. N. & S. 1200 W. From Branch to Pestalozzi. 1 N. to 600 N., all Olive lines; 700 to 3200, Bellefontaine line; 1 S. to 1900 S., Fourth St. line; 2000 to 2700, Cherokee line.
TWENTIETH. N. & S. 2000 W. From College to Poplar. 1 N. to 2400 N., Belt line; 2500 to 3900, Lee line; 4000 to 5300, Bellefontainc line; 1 S. to 500 S., Market St. line.
TWENTY-FIFTH. N. & S. 2500 W. From Sheridan to Glasgow. 1400 to 3500, Jefferson line; 3600 to 4100, Lee line.
TWENTY-FIRST. N. & S. 2100 W. From College to Chouteau. 1 N. to 3200 N., Belt line; 3300 to 3900, Lee line; 4000 to 5300, Bellefontaine line; No. 1 S. to 1000 S., Manchester line.
TWENTY-FOURTH. N. & S. 2400 W. From Carr to Cass. 1200 to 1500, Jefferson, Cass or Natural Bridge lines.
TWENTY-SECOND. N. & S. 2200 W. From Angelica to Chouteau. 1 N. to 3200 N., Belt line; 3200 to 3900, Lee line; 3900 to 4100, Bellefontaine line; 1 S. to 1000, Jefferson line.
TWENTY-THIRD. N. & S. 2300 W. From Angelica to Chouteau. 1 N. to 3500 N., Jefferson line; 3600 to 4100, Lee line; 1 S. to 1000 S., Jefferson line.
TYLER. E. & W. 1945 N. From Wharf to 13th St. 1 to 900, Broadway line; 1100 to 1300, Bellefontaine line.
TYROLEAN AVE. E. & W. 6830 S. on Gravois. From 6830 Salzberger to 4970 Schollmeyer. Cherokee line; also from Morganford Road west to Parkwood Pl. Cherokee line.
ULENA AVE. N. & S. From 3900 Delor to 3900 Eiler. Cherokee line.
UNION BL. N. & S. 5300 W. From Lindell Bl. to 5300 W. Florissant Ave. 200 N. to 5400 N., Union line.
UNION PL. See Wicklow Pl.
UNIVERSITY. E. & W. 2900 N. From 22nd to Grand. 2200 to 3500, Belt line.
UNTER DEN LINDEN. E. & W. 3100 S. and 7100 W. in Greenwood. From River des Peres to city limits. Mo. Pac. trains to Maplewood.
UPTON. E. & W. 7400 S. From Wharf to Michigan and from Grand to Field Ave. 1 to 200, Broadway line; 300 to 3700, Bellefontaine line.
UTAH. E. & W. 3300 S. From Wharf to Grand and from Gustine to Morganford Road. 1 to 1300, Broadway line; 1400 to 3600, Cherokee line; 3900 to 4300, Tower Grove line.
UTAH PL. E. & W. 3300 S. From Grand to Gustine. 3600 to 3900, Grand line.
VAIL PL. N. & S. 1900 W. From McNulty, south. One block south of Park Ave. Tower Grove line.
VALENTINE. E. & W. 500 S. From Wharf to Broadway. 1 to 500, Tower Grove or Broadway line.
VALLEY DRIVE. E. & W. From 9800 River View Drive to city limits. Broadway or Water Works line.
VAN BUREN. N. & S. 600 E. From Steins to Catalan. 7600 S. to 8600 S. Broadway line.
VANDERBURGH AVE. N. & S. 3533 W. From Hawthorne to Magnolia. 2200 to 2800 S., Grand line; also Tower Grove line.
VANDEVENTER AVE. N. & S. 3900 W. From Natural Bridge Road to Kingshighway. 1 N. to 3600 N., Vandeventer line; 1 S. to 1000 S., Vandeventer line; Chouteau to Kingshighway, Southampton line.
VANDEVENTER PL. E. & W. 935 N. From Grand to Vandeventer Ave. Grand, Page or Vandeventer line.
VARRELMAN AVE. S. to N. From 4070 Taft Ave to Itaska. Cherokee line.
VERA AVE. (Private.) S. to N. From 4800 W. Florissant Ave to Rosalie. Bellefontaine line.
VERMONT. Runs N. to S. From 5100 Virginia to 7900 Ivory. Bellefontaine line.
VERNON AVE. E. & W. 1200 N. From Walton to intersection with Page, and from Kingshighway to Goodfellow. 4600 to 5200, Page line; 5300 to 5800, Hodiamont line.
VERONICA AVE. E. & W. In Baden. From 8635 Church Road to Hall's Ferry Road. Broadway line.
VESSEL AVE. 8900 N., running E. & W. from 8900 Hall's Ferry Road to Tracy Road. Broadway line.
VEST AVE. N. & S. 2529 W. From Salisbury to Newhouse. 3800 to 4000, Lee line.
VICTOR ST. E. & W. 2500 S. From Wharf to Minnesota and from Arkansas to Grand. 1 to 500, Broadway line; 600 to 1100, Natural Bridge line; 1200 to 2000, Cherokee line; 2100 to 2700, Jefferson line; 2700 to 2800, Fourth St. line; 2900 to 3500, Compton line.
VICTORIA AVE. E. to W. From 1220 Pierce Ave to 1220 Tamm. Market line.
VICTORIA PL. N. & S. From 6929 Berthold Ave. to Ethel Ave. Market line.
VILLA AVE. E. & W. 1500 S. From San Jacinto to Dale. 6600, Manchester line.
VINE. E. & W. 500 N. From Wharf to 4th St. 1 to 400, Broadway or Page line.
VINE GROVE AVE. N. & S. 4345 W. From Labadie to Ashland. 3000 to 3500, Taylor line, north.
VIRGINIA AVE. N. & S. 3300 W. From Chouteau to Park and from Lafayette to River des Peres. 1000 to 1400, Manchester line; 1400 to 1600, Park line; 1700 to 2100, Tower Grove line; 2200 to 2800, Compton line; 2900 to 3200, Fourth St. line, 3200 to 3600, Cherokee line; 3700 to 4000, Lee line; 4100 to 8900, Bellefontaine line.
VISTA AVE. E. & W. 1429 S. From Compton to Tiffany and from Boyle to Taylor. 3200 to 3700, Park line; 3800 to 4400, Vandeventer line.
VIVIAN AVE. S. to N. From 5930 W. Florissant Ave to Schulte. Bellefontaine line.
VON PHUL. N. & S. 1400 W. From East Grand Ave. to Adelaide. 4600 to 5400, Broadway line, north.
VON VERSEN AVE. See Enright Ave.
VULCAN. N. & S. 7200 S. 300 E. From Nagle to River des Peres. 7200 to 8900, Broadway line, south.
WABADA AVE. E. & W. From 2400 N. Euclid to 2400 N. Kingshighway Bl. Spalding line.
WABASH AVE. S. & W. From 3539 S. From 7100 Oleatha to 7100 Bancroft, one block west of McCausland. 3600 to 3900, Frisco suburban trains to Lindenwood.
WADDELL AVE. S.-W. 3700 W. From River des Peres to road one block west of South Grand Ave. 7700 to 8200, Bellefontaine line.
WADDINGHAM. N. & S. 119 W. From Franklin to Carr. 900 to 1100, Broadway line.
WADE AVE. E. & W. 1400 S. From Tamm Ave. west. 6400 to 6500, Manchester line.
WAGNER AVE. E. & W. 1275 W. From Hodiamont to western city limits. Hodiamont line.
WAGNER AVE. TERRACE. S. to N. From 6150 Wagner Ave. N. 300 feet. Hodiamont line.
WAGNER PL. N. & S. 4625 W. From North Market to Easton. 1500 to 2400, Wellston line.
WALBRIDGE PL. N. & S. 4950 W. and 4100 N. From Slevin, north. Natural Bridge line.
WALDEMAR AVE. E. & W. 2200 S. and 6700 W. From Manchester to McCausland Ave. 6700 to 7000 W., Manchester line.
WALL. E. & W. From Church Road to Newby Ave., 1000 W. and 8600 N., two blocks west of Broadway. Broadway line.
WALLACE AVE. 4300 west, running E. to W. From 4730 Morganford Road to Ridgewood Ave. Cherokee car.
WALNUT. E. & W. 100 S. From Wharf to Theresa. No. 1 to 3500, Laclede or Market line.
WALSH. E. & W. 5200 S. From Wharf to Morganford Rd., also from 5300 S. Kingshighway Bl. to Hampton. 1 to 300, Broadway line; 300 to 4200, Bellefontaine line; 4900 to 5800, Southampton line.
WALTER AVE. N. & S. 8345 N. From Broadway to Gimblin Road in Baden. Broadway line.
WALTON AVE. N. & S. 4600 W. From Pershing to Easton Ave. 300 to 500, Olive-University line; 600 to 800, Olive-Delmar; 900 to 1100, Hodiamont line; 1100 to 1300, Page; 1400 to 1500, Wellston line.
WALTON PL. S. to N. From 4845 Greer Ave. to Ashland. Cass line.
WANDA AVE. N. to S. From 4430 Iron St. to 4430 Kingshighway Southwest. Cherokee line.
WARNE AVE. N. & S. 4000 W. From Easton to 4000 W. Florissant. 1500 to 3600 N. Vandeventer line; 4100 to 4400, Lee line.
WARNE AVE., EAST. E. & W. From 1400 E. Adelaide Ave. to 4000 W. Florissant Ave. 1000 to 1900, Broadway line; 1900 to 2100, Bellefontaine line.
WARREN. E. & W. 2600 N. From Wharf to Jefferson. 1 to 900, Broadway line; 900 to 2600, Belt line.
WASHINGTON COURT. E. & W. From 615 Clara about 200 feet west. Delmar-Olive line.
WARWICK AVE. E. & W. 1701 N. and 4900 W., two blocks north of Easton Ave. Wellston line.
WASH. E. & W. 1000 N. From Wharf to 1st and from Broadway to Easton. 1 to 600, Broadway line; 600 to 1400, Natural Bridge line; 1400 to 2900, Hodiamont line.
WASHINGTON AVE. E. & W. 600 N. From Wharf to Grand and from Kingshighway to Union and from 600 Laurel to city limits. 1 to 1800, Page, Park or Compton lines; 1800 to 3600, Page line; 3600 to 6600, Delmar-Olive line.
WASHINGTON BL. E. & W. From 601 N. Grand to Kingshighway. Olive St. lines.
WASHINGTON PL. N. & S. 3950 W From Sherman Pl. to Kossuth, Lee line.
WASHINGTON TERRACE. E. & W. 600 N. From Union to Clara. 5300 to 5600 W., Ollve-Delmar line.
WASHINGTON WAY. N. & S. 4237 W. from Ollve St. to Washington Bl. Betwcen Whittier St. and Pendleton Ave. Olive St. lines.
WATER. N. & S. 200 E. From Elwood to River des Peres. 5900 to 8900 S., Broadway line.
WATERMAN AVE. E. & W. From 430 N. Kingshighway Bl. to city limits. 5000 to 7000, University-Olive line.
WATSON RD. S. & W. 6000 W. From Southwest Ave. to western city limits. 3000 to 4500, Tower Grove line.
WAVERLY PL. BL. N. & S. 2100 W. From Lafayette to Geyer, Fourth St. or Tower Grove lines.
WAY. E. & W. 1500 S. and 6000 W. From Sulphur to Billon. 6000 to 6100, Manchester line.
WEBER RD. 8600 S. From Adelia to Morganford Rd., Broadway line.
WEBSTER AVE. N. & S. 3100 W. From Easton to Magazine. 1400 to 1800, Wellston or Natural Bridge lines.
WEIL AVE. E. & W. 4400 S. From Watson Rd. to city limits. Frisco suburban train to Shrewsbury.
WALLINGTON COURT. E. & W. In Greenwood. From River des Peres to Manhattan. Frisco train to Lindenwood or Mo. Pac. train to Maplewood.
WELLS AVE. E. & W. 1420 N. From Kingshighway to western city limits. 5000 to 6100, Wellston line.
WENZLICK AVE. N. & S. 6800 W. and 3600 S. From Pernod south. Tower Grove line or Frisco Ry. to Gratiot Station.
WEST AVE. 5300 S. N. to S. from Eichelberger St. to Wilcox Ave. Cherokee line.
WEST BELLE PL. E. & W. 1000 N. From Vandeventer to Taylor. 3900 to 4500, Hodiamont line.
WEST BELLE TERRACE. (See Kensington Pl.)
WEST BILLON AVE. N. & S. From Manchester Ave., between Billon and Knox. Manchester line.
WEST CABANNE COURT. N. & S. 5900 W. South of Hodiamont line tracks. Hodiamont line.
WEST CABANNE PL. E. & W. 900 N. From Hamilton to West Cabanne Court. Hodiamont line.
WEST CABANNE TERRACE. E. & W. 850 N. and 6100 W. South side of Hodiamont line tracks, from Catalpa to West Cabanne St. Hodiamont line.
WEST END AVE. N. & S. 4600 W. From Cook to Page. Page line.
WEST END PL. N. & S. 3515 W. From Olive north. Olive St. line.
WEST FLORISSANT AVE. E. & W. From 2135 East Grand Ave. to city limits. Bellefontaine line.
WESTGATE AVE. N. to S. From 6500 Pershing to North Drive. 300 to 500, University-Olive line; 600 to 900, Delmar-Ollve line.
WEST IOWA AVE. N. & S. 2750 W. Western boundary Laclede Park. From North Gasconade to South Gasconade, Bellefontaine line.
WEST JEFFERSON AVE. (See Jefferson Ave. West.)
WEST MICHIGAN AVE. N. & S. 3200 W. and 4500 S. From Dakota to South Dakota, Bellefontaine line.
WEST PAPIN ST. 900 S. 4300 W. E. & W. from Boyle Ave. to Kingshighway Bl. Market St. line.
WESTMINSTER PL. E. & W. 325 N. From Spring to Euclid, and from Kingshighway to Union, and from 525 DeBaliviere to city limits. 3700 to 6200, Delmar-Olive line.
WESTMORELAND PL. E. & W. 300 N. From Kingshighway to Union. Olive-Maryland linc.
WEST PARK AVE. 1300 S. From 1301 East Rd. to city limits. 5100 to 6400, Manchester line; 6400 to 7200, Market line.
WEST PINE BL. E. & W. 200 N. From Grand to Kingshighway. 3600 to 5000, Laclede line.
WEST RAILROAD AVE. N. & S. 500 W. and 7400 N. From Calvary to Thatcher. Broadway line.
WHARF. N. & S. Entire river front. Broadway line.
WHERRY AVE. 4400 S. and 5400 W. From 4400 Macklind Ave. to 5500 Eichelberger Ave., Southampton line.
WHITMAN. N. & S. 100 W. From East Grand to Adelaide. 4500 N. to 5400, Broadway line.
WHITTEMORE PL. E. & W. 1600 S. From Missouri to Jefferson. Jefferson line.
WHITTIER. N. & S. 4200 W. From Lindell to Ashland. 300 to 600, Olive St. lines; 700 to 3000, Sarah St. line.
WICHITA AVE. E. & W. 1130 S. From Taylor to Kingshighway. 4500 to 5000, Taylor Ave. or Manchester line.

WICKLOW PL. N. & S. 425 W. and 5200 S. From Hill to Walsh. Bellefontaine line. (Now Union Pl.)

WIESEHAN AVE. E. & W. 6400 S. Kingshighway to Korn Ave. Cherokee line.

WILCOX AVE. E. & W. From 5025 Gravois to Ridgewood, Cherokee line; also from Ridgewood Ave. to Kingshighway S. W. Cherokee line.

WILLIAM PL. N. & S. From 5325 Ashland Ave. to Natural Bridge Rd. Union Ave. line, walk 1 block west.

WILLOW AVE. E. & W. 11000 N. North of Water Works. From Bisque to Columbia Bottom Rd. Broadway line or Water Works line.

WILMINGTON AVE. E. & W. From 6000 Michigan to Virginia. Bellefontaine line.

WILMINGTON RD. E. & W. From 6000 Virginia to Junction with Kingshighway Southwest, Bellefontaine line; also from Grand-Kingshighway to Dewey Ave. Bellefontaine line.

WILSON AVE. E. & W. 2100 S. From Kingshighway to Tamm. 4900 to 5400, Southampton line; 5500 to 6400 Manchester line.

WINDERMERE COURT. N. & S. From 5425 Clemens to Windermere Pl. Delmar-Olive line.

WINDERMERE PL. E. & W. 1000 N. From Union west. Hodiamont line.

WINDERMERE WAY. (Private.) E. & W. From 5425 Delmar Bl. to 5425 Clemens Ave. Delmar-Olive line.

WINDHAM AVE. E. & W. From 4801 Woodstock Ave. to Goodfellow Ave. Bellefontaine or Jennings line.

WINDSOR PARKWAY. N. & S. From 4750 Eichelberger to Kingshighway Bl. Cherokee line.

WINDSOR PL. E. & W. 1021 N. From Grand to Vandeventer. 3600 to 3800, Page line.

WINKELMAN PL. (Private.) E. & W. From Marcus Ave. 1 block west, about 300 feet west of Florissant Ave. Bellefontaine line.

WINNEBAGO. E. & W. 3700 S. From Marine to Oak Hill Ave. 1900 to 2600, Broadway line; 2600 to 4000, Lee line.

WINONA AVE. E. & W. 3800 S. From McCausland Ave. to city limits. 6900 to 7200, Frisco suburban trains to Lindenwood.

WINTON AVE. E. & W. From 4200 Goodfellow Ave. to 5930 Bircher Rd. Kirkwood-Ferguson line.

WISCONSIN AVE. N. & S. 2000 W. From Lynch to Marine. 2800 to 3400, Cherokee or Natural Bridge line; 3500 to 4000, Broadway line.

WISE AVE. E. & W. From 1180 S. Kingshighway Bl. to Hereford, and from 1200 East Rd. to city limits. 4900 to 7100, Market line.

WITHERS AVE. E. & W. 5300 N. From Hall to Broadway. 300 to 700, Broadway line.

WITHNELL. E. & W. 3225 S. From 9th to Missouri. 900 to 2100, Cherokee line.

WITTENBERG. N. & S. 1430 S. On Vandeventer Ave. to Mo. Pac. Ry. Vandeventer or Southampton lines.

WOODLAND AVE. E. & W. From 4935 Wren Ave. to Partridge. Bellefontaine line.

WOODLAND PL. (Private.) E. & W. From Oakley Pl. to Amherst Pl. 1230 N. and 5924 to 5975 W., in the block between Hamilton and Hodiamont, and Plymouth and Julian. Page Ave. line.

WOODS. (See 59th St.)

WOODS. N. & S. 4600 S. and 400 E. From Itaska to half a block east of Broadway. Broadway line.

WOODSTOCK AVE. S & N. From 6101 Stratford Ave to Lillian. Bellefontaine or Union lines.

WREN AVE. N & S. From 5700 W. Florissant to Bircher Rd. Bellefontaine line.

WRIGHT. E. & W. 2900 N. From Wharf to 20th, 1 to 900, Broadway line; 1100 to 1400, Bellefontaine line; 1500 to 2000, Lee line.

WYANDOTTE. E. & W. 4435 S. From Wharf to Broadway. Broadway line.

WYDOWN BL. E. & W. 1 N. 6200 W. From Skinker Rd. to city limits. City Limits line.

WYOMING. E. & W. 3200 S. From Broadway to Alfred Ave. 500 to 2600, Natural Bridge line; 2700 to 2900, Bellefontaine line; 3000 to 3500, Fourth St. line; 3600 to 4300. Tower Grove line.

YALE AVE. N. & S. From 7200 Clayton Ave. to Manchester Ave. City Limits line.

YEATMAN SQUARE. 1800 N. 2800 W. North Market St., Magazine St., Leffingwell and Glasgow Ave. Natural Bridge and Cass Ave. lines.

YORK AVE. (Private.) N. & S. From 4925 Lindell Bl. to Maryland Ave. Maryland-Olive line.

ZEALAND. N. & S. 1400 W. From Linton to College. 5100 to 5200 N., Broadway line.

ZEPP AVE. E. & W. 3435 S. From Wharf to Broadway. 1 to 500, Broadway line south.

RAILWAY EXCHANGE BUILDING.

St. Louis Suburban Street and Road Guide

ADA AVE. (In Jennings, Mo.) Jennings line.
ADAMS AVE. (In Kirkwood. Mo.) Meramec Highlands line.
ADELAIDE AVE. N. to S. (In St. Louis County, Mo.) From 6700 Delmar Bl. to West Portland Ave. Olive-Delmar line.
ADELE AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ADELE AVE. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ADIE ROAD. (In St. Louis County, Mo.) From Dorsett Road to St. Charles Rock Road. Creve-Couer line or St. Charles line.
AFFTON. (In St. Louis County, Mo.) On the Gravois Road. Cherokee line or Auto Bus.
ALABAMA ST. (In Affton, St. Louis County, Mo.) On Gravois Road. Cherokee or Bus line.
ALAMEDA AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ALEMEDA AVE. N. to S. (In St. Louis County, Mo.) From Stanley Ave to Bruno, 2200 S. City Limits line.
ALGONQUIN LANE. (In Webster Groves, Mo.) Meramec Highlands line.
ALGONQUIN PL. (In Webster Groves, Mo.) Meramec Highlands line.
ALLEN AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ALMA AVE. (In Webster Groves, Mo.) Meramec Highlands line.
AMELIA AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
AMELIA AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
AMHERST AVE. E to W. (In University City, Mo.) Delmar-Olive to end of line.
ANNIE AVE. S. to N. (In St. Louis County, Mo.) From 6732 Raymond Ave. to Robbins Ave. Midland line.
ARGONNE DRIVE. (Main St. in Kirkwood, Mo.) Meramec Highlands line.
ARGYLE AVE. N. to S. (In Overland Park, Mo.) Creve-Coeur Lake line.
ARLINGTON. E. to W. (In St. Louis County, Mo.) From 4125 Gratiot Ave to Laclede Station Road. Mo. Pac. Ry or Meramec Highlands line.
ARLINGTON AVE. E. to W. (In St. Louis County, Mo.) 1700 S. From Yale Ave. to Rankin Bl. City Limits line.
ARTHUR AVE. N. to S. (In Maplewood, Mo.) From 7349 Manchester Ave to Lohmeyer Ave. Manchester line.
ASHBURY AVE. N. to S. (In St. Louis County, Mo.) From 7200 Forsythe Bl. to Lindell Bl. Clayton line.
ASHLAND AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
ATLANTA AVE. (In Webster Groves, Mo.) Meramec Highlands line.
AUBUCHON AVE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
AUDRY AVE. N. to S. (In St. Louis County, Mo.) From 1800 Kienlen to Grove. Hodiamont line.
AVIS AVE. (In Jennings, Mo.) Jennings line.
AVONDALE AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
BALDWIN AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
BALSON AVE. E. to W. (In University City, Mo.) Creve Coeur line.
BALTIMORE AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
BARAT AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
BAILEY PL. E. to W. (In St. Louis County, Mo.) From 2200 Kienlen Ave., running west. Kirkwood-Ferguson line.
BARNARD AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
BARTER AVE. (In Kirkwood, Mo.) 900 N. Meramec Highlands line.
BARTOLD AVE. N. to S. (In Maplewood, Mo.) From 7900 Manchester Ave to Martin Ave. Meramec Highlands line.
BEACHWOOD AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
BEDFORD AVE. N. to S. (In St. Louis County. Mo.) From Mary to Ellen. 9800 S. to 9960 S., Barracks line.
BEN-AVIS STATION. (In Jennings, Mo.) Jennings line.
BERMUDA AVE. (In Normandy, Mo.) Kirkwood-Ferguson line.
BESSIE AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
BIG BEND ROAD. N. to S. to W. (In St. Louis County, Mo.) From 7500 Manchester Ave. to Kirkwood, Mo. Frisco Ry. or Meramec Highlands line.
BLANCHE AVE. E. to W. (In St. Louis County, Mo.) 2127 S. From Yale Ave to Alemeda Ave. City Limits line.
BODLEY AVE. (In Kirkwood, Mo.) 500 N. Meramec Highlands line.
BOMPART AVE. (In Webster Groves, Mo.) 500 E. Meramec Highlands line.
BONHOMME AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton line.
BOWYER. (In Kirkwood, Mo.) 365 S. Meramec Highlands line.
BRADFORD AVE. N. to S. (In St. Louis County, Mo.) From 7500 Page to Benoist. Midland line.
BRECKENRIDGE ROAD. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
BREDELL AVE. N. to S. (In St. Louis County, Mo.) From 7700 Manchester to Clayton Road. Market line, transfer to Brentwood line.
BRISTOL PL. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
BUCHANAN AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
BURGESS AVE. N. to S. (In Maplewood, Mo.) From 7600 Comfort Ave. to Oakland Ave. Meramec Highlands line.
BURNS AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
CALVERT AVE. (In Webster Groves, Mo.) Meramec Highlands line.
CARRIE AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton line.
CANTON. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
CARL AVE. (In Jennings, Mo.) Jennings line.
CARLETON AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
CARLYLE AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
CAROLINE AVE. (In Webster Groves, Mo.) Meramec Highlands line.
CARONDELET AVE. E to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton lines.
CARTAN AVE. E. to W. (In Maplewood, Mo.) From 300 Big Bend Road to Laclede Station Road. Meramec Highlands line.
CATHERINE AVE. (In Ferguson, Mo.) Kirkwood-Ferguson line.
CEDARWOOD AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
CENTER-WAY. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
CENTRAL AVE. N. to S. (In Clayton.) Kirkwood-Ferguson or Clayton lines.
CENTRAL PL. 531 N. (In Kirkwood, Mo.) Meramec Highlands line.
CHAIN AVE. (In St. Louis County, Mo.) Water Works line.
CHAMBERS ROAD. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson linc.
CHARLOTTE AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
CHATAM AVE. E. to W. (In St. Louis County, Mo.) From Morton to Wabash Ry. Midland line.
CHERRY AVE. N. to S. (In St. Louis County, Mo.) From 6400 Hamburger Ave. to Greenwood Cemetery. Hodiamont line.
CHURCH AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson linc.
CLARK AVE. 600 E. (In Kirkwood, Mo.) Meramec Highlands line.
CLAY AVE. 200 W. (In Kirkwood, Mo.) Meramec Highlands line.
CLEVELAND AVE. (In St. Louis County, Mo.) 9500 on S. Broadway. Barracks linc.
CLEVELAND AVE. 400 W. (In Kirkwood, Mo.) Meramec Highlands line.
CLIFTON AVE. (In Jennings, Mo.) Jennings line.
CLINTON PL. 400 S. (In Kirkwood, Mo.) Meramec Highlands line.
COLEMAN AVE. N. to S. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton lines.
COLLEGE AVE. (In Jennings, Mo.) Jennings line.
COLUMBIA AVE. E. to W. (In University City, Mo.) Delmar-Olive to end of line.
COMMONWEALTH AVE. E. to W. (In St. Louis County Mo.) From 7301 Byron Pl. to Greenwood Bl. Manchester line or Mo. Pac. Ry.
COMPTON AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
CORBITT AVE. E. to W. St. Louis County, Mo.) From Ferguson to Penna Ave. Creve Coeur Lake line.
CORNELL AVE. E. to W. (In University City, Mo.) Delmar-Olive to end of line.
COSTELLO AVE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
COTTAGE AVE. (In Webster Groves). Meramec Highlands line.
CREST AVE. E. to W. (In St. Louis County, Mo.) From Sutter Ave. to Kingsland Ave. Kirkwood-Ferguson line.
COUNCIL GROVE AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
CIRCLE, The. (In Normandy.) Kirkwood-Ferguson line.
CUNNINGHAM AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
DARMOUTH AVE. E. to W. (In University City, Mo.) Delmar-Olive to end of line.
DARST ROAD. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
DARTFORD AVE. S. to N. (In St. Louis County, Mo.) From Arundel to Wydown Bl. Clayton line.
DELTA AVE. E. to W. 1500 S. (In St. Louis County, Mo.) From Yale to Belleview. City Limits line.
DENVER PL. (In Webster Groves.) Kirkwood-Ferguson line.
DERINDA AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
DE MUN AVE. N. to S. (In St. Louis County, Mo.) From Wydown Bl. to Clayton Road. City Limits line.
DEL NORTE AVE. N. to S. (In St. Louis County, Mo.) From 1500 S. Maryland to Hiawatha. City Limits line.
DERBY AVE. E. to W. (In St. Louis County, Mo.) From Morton to Wabash Ry. Midland line.
DICKSON AVE. 600 E. (In Kirkwood, Mo.) Meramec Highlands line.
DORSETT AVE. E. to W. (In University City, Mo.) Creve Coeur line.
DOWLER AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
EADS AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
EAST PARK AVE. N. to S. (In St. Louis County, Mo.) From 6400 Maple to Bartmer. Hodiamont line.
EDGAR AVE. N. to S. (In St. Louis County, Mo.) From 300 Hoffmeister to Williams. Barracks line.
EDGEWOOD BL. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
EDMOND AVE. N. to S. (In St. Louis County, Mo.) From 6251 Hamburger Ave. to Greenwood Cemetery. Hodiamont line.
EDWIN AVE. (In Kirkwood, Mo.) Meramec Highlands line.
ELLEN AVE. (In St. Louis County, Mo.) 9960 on S. Broadway. Barracks line.
ELLIS AVE. E. to W. (In Maplewood, Mo.) From 2715 Big Bend Road to Oakland. Manchester line.
ELIZABETH AVE. N. to S (In Ferguson, Mo.) Kirkwood-Ferguson line.
ELM AVE. E. to W. (In Maplewood, Mo.) From 7300 Arbor Ave. to Big Bend Road. Meramec Highlands line.
ELM AVE. N. to S. (In St. Louis County, Mo.) From 6423 Hamburger Ave. to Greenwood Cemetery. Hodiamont line.
ELM AVE. (In Webster Groves, Mo.) Meramec Highlands line.
EL NORO. E. to W. 1600 S. (In St. Louis County, Mo.) From Yale to Belleview. City Limits line.
EMERSON AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
EMILY AVE. (In Jennings, Mo.) Jennings line.
EMLEE PARK. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
EMMET AVE. N. to S. (In St. Louis County, Mo. From Page to Hobart. Midland line.
ENGELHOLM AVE. N. to S. (In St. Louis County, Mo.) From 7101 St. Charles Rock Road to Hoke Ave. Blue Wing Club at this point. St. Charles line.
ESSEX AVE. 600 W. (In Kirkwood, Mo.) Meramec Highlands line.
ETTA AVE. (In St. Louis County, Mo.) 9520 on S. Broadway. Barracks line.
EUCLID AVE. (In Webster Groves, Mo.) Meramec Highlands line.
EUGENIA AVE. 300 E. (In St. Louis County, Mo.) From Virginia 9600 S. to Rippa 9900 S., 3 blocks east of Broadway. Barracks line.
EVERGREEN AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
EXETER AVE. N. to S. 7600 W. (In St. Louis County, Mo.) From Frisco Ry. to Sutherland Ave., Frisco Ry. to Shrewsbury Station.

FAIR LAWN AVE. 635 E. (In Webster Groves, Mo.) Meramec Highlands line.
FERGUSON AVE. N. to S. (In St. Louis County, Mo.) From Olive St. Road to St. Charles Rock Road. Midland or St. Charles lines.
FIFTH AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
FILLMORE AVE. 356 S. (In Kirkwood, Mo.) Meramec Highlands line.
FIRST AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
FLORA AVE. (In Webster Groves. Meramec Highlands line.
FLORENCE AVE. (In St. Louis County, Mo.) 9720 on S. Broadway. Barracks line.
FOOTE AVE. (In Webster Groves, Mo. Meramec Highlands line.
FORDER AVE. E. to W. (In St. Louis County, Mo.) From 225 Military Road to Fannie Ave. Barracks line.
FOREST AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
FOREST RIDGE. (In St. Louis, County, Mo.) Is the S. W. Corner of Penna & Wydown. Clayton line.
FORSYTHE BL. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton lines.
FOURTH AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
GARDEN AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
GARFIELD AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
GAYOLA PL. E. to W. 2400 S. (In St. Louis County, Mo.) From Belleview to Penna Ave. City Limits line.
GEORGIA AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
GLENDALE ROAD. (In Webster Groves, Mo.) Meramec Highlands line.
GLEN-ECHO AVE. N. to S. (In St. Louis County, Mo.) From 6500 Hoke Ave to Hamberger Ave. Hodiamont line.
GLEN ROAD. 201 E. (In Webster Groves, Mo.) Meramec Highlands line.
GOETZ AVE. E. to W. (In St. Louis County, Mo.) From 9415 Edgar Ave. to Wachtel Ave. Barracks line.
GOODALE AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
GORE AVE. N. to S. Main St. in Webster Groves, Mo. Meramec Highlands line.
GRATIOT AVE. N. to S. (In St. Louis County, Mo.) 7500 W. From Suffolk to Weil Ave. Frisco Ry. to Shrewsbury Station.
GRAY AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
GRAY AVE. (In Webster Groves, Mo.) Meramac Highlands line.
GREELEY AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
GREENWOOD BL. N. E. to S. W. (In St. Louis County, Mo.) From 3200 Canterbury to Big Bend Road. Mo. Pac. Ry. or Manchester line.
GRUNSHAW AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
HAMBURGER AVE. E. to W. (In St. County, Mo.) From 2100 Kienlen Ave to Lucas and Hunt Road. Hodiamont line.
HAMMEL AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
HAMPTON AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton line.
HANCOCK AVE. (In St. Louis County, Mo.) 9622 on S. Broadway. Barracks line.
HANLEY ROAD. N. to S. (In St. Louis County, Mo.) 8100 W. From St. Charles Rock Road to Manchester Road. From 1000 to 2700 S., Brentwood line; from 700 N. to 100 S., Clayton line; from 700 N. to 1300 N., Creve Coeur line; from 1300 N. to 1500 N., St. Charles line.
HANNOVER AVE. N. to S. (In St. Louis County, Mo.) From 7700 Gravois Road to Hildesheim Ave. Cherokee line.
HARRIS AVE. (In Kirkwood, Mo.) 437 S. Meramec Highlands line.
HARRISON AVE. (In Kirkwood, Mo.) 300 W. Meramec Highlands line.
HAWTHORNE AVE. E. to W. (In Webster Groves, Mo. Kirkwood-Ferguson line.
HAYS COURT. N. to S. (In St. Louis County, Mo.) 6400 W. From Etzel to Plymouth. Hodiamont line.
HAZEL AVE. (In Webster Groves, Mo.) Meramec Highlands line.
HAZEL. E. to W. (In St. Louis County.) 1800 S. From Yale Ave. to Belleview. City Limits line.
HANCOCK AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
HARRISON AVE. S. to N. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
HARVARD AVE. N. to S. (In University City, Mo.) Delmar-Olive to end of line.
HARVEY AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
HEEGE AVE. N. to W. (In St. Louis County, Mo.) From 8300 Gravois Rd. to Laclede Station Rd. Cherokee line.
HELFENSTEIN AVE. (In Webster Groves, Mo.) Meramec Highlands line.
HEMAN AVE. N. to S. From 6622 Delmar Bl. running north. Delmar-Olive line.
HENDERSON AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton line.
HENDERSON AVE. (In Normandy, Mo.) Kirkwood-Ferguson line.
HENRY AVE. (In Jennings, Mo.) Jennings line.
HEIDELBURG AVE. N to S. (In St. Louis County, Mo.) From 8000 Gravois Rd. to Hildshein Ave. Cherokee line.
HEREFORD AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
HIAWATHA AVE. E. to W. (In St. Louis County, Mo.) Frmo 7500 W. to Pennsylvania Ave. City Limits line.
HIGHLAND AVE. (In St. Louis County, Mo.) 9100 on S. Broadway. Barracks line.
HIGHLAND AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
HILLSIDE AVE. (In Webster Groves, Mo.) Meramec Highlands line.
HOBART AVE. E. to W. (In St. Louis County, Mo.) From Morton to Ogden Ave. 6300 to 6500, Midland line.
HOFFMEISTER AVE. (In St. Louis County, Mo.) 9400 on S. Broadway. Barracks line.
HOLLAND AVE. (In Webster Groves, Mo.) Meramec Highlands line.
HOLMES AVE. 700 E. (In Kirkwood, Mo.) Meramec Highlands line.
HOME AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
HOOD AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
HOKE AVE. E. to W. (In St. Louis County, Mo.) From Lucas and Hunt Rd. to Engelholm. St. Charles line.
HOPE AVE. N. to S. (In Maplewood, Mo.) From 7225 Manchester Ave. half block north, Manchester line.
HORD AVE. (In Jennings, Mo.) Jennings line
HORN AVE. (In St. Louis County, Mo.) 9200 S. Broadway. Barracks line.
HUDSON AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
HULL AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
HUMMELSHEIM AVE. N. to S. (In St. Louis County, Mo.) From 8030 Gravois Rd. to Hildshein Ave., Cherokee line.
HUISKAMP AVE. (In Jennings, Mo.) Jennings line.
IDLEWILD AVE. 528 S. (In Kirkwood, Mo.) Meramec Highlands line.
IRMA. N. to S. (In St. Louis County, Mo.) From 6300 Maple Ave. to Bartmer. Hodiamont line.
ISABELLA AVE. E. to W. (In St. Louis County, Mo.) From Kienlen Ave. to Wellston Pl. Hodiamont line.
JACKSON AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
JACKSON AVE. N. to S. (In Vinita Park, Mo.) Creve-Coeur Lake line.
JACKSON AVE. N. to S. (In Clayton, Mo.) Kirkwood-Ferguson line.
JACKSON ROAD. E. to W. (In Webster Groves, Mo. Meramec Highlands line.
JACKSON (In Kirkwood, Mo.) Meramec Highlands line.
JACQUES PL. (In Ferguson, Mo.) Kirkwood-Ferguson line.
JANUARY AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
JEAN-BAPTISTE AVE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
JEFFERSON AVE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
JEFFERSON AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson fine, transfer to Florissant line.
JEFFERSON AVE. (In Vinita Park, Mo.) Creve Coeur Lake line.
JEFFERSON ROAD. (In Webster Groves, Mo.) Meramec Highlands line.
JEROME AVE. E. to W. (In St. Louis County, Mo.) 2400 S. west from Bredell. Manchester line.
JEWEL AVE. 700 N. (In Kirkwood, Mo.) Kirkwood-Ferguson line.
JOHN AVE. N. to S. (In St. Louis County. Mo. From 9600 to 9800 S., 1 block east of Broadway. Barracks line.
JOSEPH AVE. E. to W. (In St. Louis County, Mo. From Sutter Ave. to Kingsland Ave. Midland line.
JOY AVE. 401 E. (In Wester Groves, Mo.) Meramec Highlands line.
JULIA AVE. (In Normandy, Mo.) Kirkwood-Ferguson line.
JULIA AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
JUENDO AVE. N. to S. (In St. Louis County, Mo.) 7700 W. From Olive St. Road to Page Ave. Midland or Lake line.
KATHRYN AVE. (In Ferguson, Mo.) Kirkwood-Ferguson line.
KEINLEN AVE. N. to S. (In St. Louis County, Mo.) From 6301 Easton to Natural Bridge Road. Hodiamont or Kirkwood-Ferguson line.
KIRKWOOD ROAD. (Main street in Kirkwoods, Mo.) Meramec Highlands line.
LACKLAND AVE. N. to S. (In Overland, Mo.) Creve Coeur Lake line.
LACLEDE STATION ROAD. N. to S. (In St. Louis County, Mo.) From 7800 Manchester Ave. to River des Peres. Meramec Highlands line.
LAFAYETTE AVE. E to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
LAFAYETTE PL. (In Normandy, Mo.) Kirkwood-Ferguson line.
LAKE AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
LAKEWOOD AVE. N. to W. (In St. Louis, County, Mo.) From 8400 Gravois Road to Wolz Ave. Cherokee line.
LA VETA AVE. E. to W. (In St. Louis County, Mo.) From 7200 W. to Del Norte Ave. City Limits line.
LEE AVE. N. to S. (In Clayton, Mo.) Kirkwood-Ferguson line.
LEE AVE. 600 S. (In Kirkwood, Mo.) Meramec Highlands line.
LEDORE LANE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
LELAND AVE. N. to S. From 6610 Delmar Bl., running north. Olive-Delmar line.
LENOX AVE. E. to W. (In St. Louis County, Mo.) From Morton Ave. to Wabash Ry. Midland line.
LEONA AVE. N. to S. (In St. Louis County, Mo.) From 6200 Maple Ave. to Bartmer Ave. Hodiamont line.
LE ROY AVE. N. to S. (In St. Louis County, Mo.) From 6900 Page to Robbins Ave. Midland line.
LEWIS AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
LEWIS AVE. N. to S. (In St. Louis County, Mo.) From 6501 St. Charles Rock Road to Wellsmar. St. Charles line.
LIMIT AVE. N. to S. (In Maplewood, Mo.) 7200 W. From Southwest Ave. to Anna St. Manchester line.
LINCOLN AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
LINDEN AVE. N. to S. (In Clayton, Mo.) Kirkwood-Ferguson line.
LINDEN AVE. (In Jennings, Mo.) Jennings line.
LITHIA AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
LIZETTE AVE. (In Webster Groves.) Meramec Highlands line.
LOCKWOOD AVE. (Main street E. to W. in Webster Groves, Mo.) Meramec Highlands line.
LOG CABIN LANE. (In Webster Groves, Mo.) Meramec Highlands line.
LOHMEYER AVE. E. to W. (In Maplewood, Mo.) From 7318 on Arthur Ave. to Penna Ave. Manchester line, 1 block north.
LOUIS AVE. (In St. Louis County, Mo.) 9700 on S. Broadway. Barracks line.
LOUISA AVE. (In St. Louis County, Mo.) 9801 on S. Broadway. Barracks line.
LOUISA AVE. N. to S. (In St. Louis County, Mo.) From 6300 Hamburger to Greenwood Cemetery. Hodiamont line.
LUCAS AND HUNT ROAD. N. to S. (In St. Louis County, Mo.) From 6600 St. Charles Rock Road to Florissant Ave. St. Charles line or Kirkwood-Ferguson line. Eden Seminary at this point.
LUDWIG AVE. N. to S. (In St. Louis County, Mo.) From 6801 St. Charles Rock Rd. to Hoke Ave. St. Charles line.
LULU AVE. N. to S. (In St. Louis County, Mo.) From Louisa Ave. 9800 S. to Ellen, 9960 S., 2 blocks west of Broadway. Barracks line.
LULU AVE. N. to S. (In St. Louis County, Mo.) From 6900 St. Charles Rock Rd. to Hoke Ave. St. Charles line.
LYLE AVE. N. to S. (In Maplewood, Mo.) From 7475 Manchester Ave. to Lohmeyer Ave. Manchester line.
LYLE AVE. N. to S. (In St. Louis County, Mo.) From 7475 Manchester Ave. to Madge. Manchester line.
LYNDHURST AVE. N. to S. (In St. Louis County, Mo.) From 7900 St. Charles Rock Rd. to Meridian. St. Charles line.

LYNDOVER PL. E. to W. (In St. Louis County, Mo.) 2500 S. From Belleview Ave. to Penna Ave. Manchester line.
LYNN AVE. N. to S. (In Vinita Park, Mo.) Creve-Coeur Lake line.
MACHIR AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
MADISON AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
MADGE AVE. E. to W. (In St. Louis, Mo.) From Margaret to Lyle Ave., 1 block north of Manchester Ave. Manchester line.
MADISON AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
MADISON. 200 S. (In Kirkwood, Mo.) Meramec Highlands line.
MAIN. (In Jennings, Mo.) Jennings line.
MANHATTAN AVE. E. to W. (In St. Louis County, Mo.) From 3300 Leamington Blvd. to 3700 Sussex. Manchester line or Mo. Pac. Ry.
MANOLA AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
MAPLE AVE. 100 E. (In Webster Groves, Mo.) Meramec Highlands line.
MARGARET AVE. N. to S. (In St. Louis County, Mo.) From 7421 Manchester Ave. to Madge Ave. Manchester line.
MARGARET AVE. (In Webster Groves, Mo.) Meramec Highlands line.
MARGAREETA AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
MARIETTA AVE. (In Normandy, Mo.) Kirkwood-Ferguson line.
MARION-SIMS AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
MARSHALL. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
MARSHALL AVE. N. to S. 7300 West. (In Maplewood, Mo.) From Manchester Ave. to Maple Ave. Manchester line.
MARGARET AVE. N. to S. (In Maplewood, Mo.) From 7421 Manchester Ave. to Lohmeyer Ave. Manchester line.
MARSHALL PL. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
MARSHALL AVE. (In Webster Groves, Mo.) Meramec Highlands line.
MARY AVE. (In St. Louis County, Mo.) 9800 on S. Broadway. Barracks line.
MARY AVE. (In Jennings, Mo.) Jennings line.
MASON AVE. 325 E. (In Webster Groves, Mo.) Meramec Highlands line.
MELBOURNE AVE. E. to W. (In St. Louis County, Mo.) From 4300 St. Vincent Ave. to Gratiot Ave. Frisco Ry. to Shrewsbury Station.
MELROSE AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
MENKENS AVE. 700 N. (In Kirkwood, Mo.) Kirkwood-Ferguson line.
MERAMEC AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton line.
MERIDIAN AVE. E. to W. (In St. Louis County, Mo.) From Carson Road to Wheaton. St. Charles line.
MERMOD AVE. 200 W. (In Kirkwood, Mo.) Meramec Highlands line.
McCLURE AVE. (In Webster Groves, Mo.) Meramec Highlands line.
McKINLEY AVE. (In Kirkwood, Mo.) Meramec Highlands line.
MICHAEL AVE. N. to S. (In St. Louis County, Mo.) From 7000 Page Ave. to Robbins Ave. Midland line.
MIDLAND AVE. N. to S. (In St. Louis County, Mo.) From 7100 Page Ave. to Robbins. Midland line.
MIDLAND BLVD. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
MILAN AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
MILDRED AVE. (In Webster Groves, Mo.) Meramec Highlands line.
MILITARY ROAD. N. to S. (In St. Louis County, Mo.) From Nellie Ave. to 9501 William St. Barracks line.
MILTON AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
MONROE AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
MONROE AVE. 300 S. (In Kirkwood, Mo.) Meramec Highlands line.
MOODY AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
NEWPORT AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
NEWPORT AVE. (In Webster Groves, Mo.) Meramec Highlands line.
NORCUM AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
OAK AVE. N to S. (In St. Louis County, Mo.) From 6325 Hamburger Ave. to Greenwood Cemetery. Hodiamont line.
OAK. (In Webster Groves). Meramec Highlands line.
OAK VIEW TERRACE. N. to S. (In Maplewood, Mo.) From 7301 Manchester Ave. to Lohmeyer Ave. Manchester line.
OAKDALE AVE. or SYLVAN PLACE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
OAKLAND AVE. S. to N. (In St. Louis County, Mo.) From 8700 Gravois Road to Heege Ave. Cherokee line.
OAKWOOD AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
OCTAVIA AVE. (In Jennings, Mo.) Jennings line.
OLDEN AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
OLDENBURG AVE. N. to S. (In St. Louis County, Mo.) From 7800 Gravois Road to Hildsheim Ave. Cherokee line.
OLIVE AVE. E. to W. (In St. Louis County, Mo.) From 9439 Edgar Ave. to 900 Lemay Ferry Road. Barracks line.
OLIVE ST. ROAD. E. to W. (In St. Louis County, Mo.) From Rosedale Ave. to Creve Coeur Lake, Mo. Creve Coeur Lake line.
OLIVER AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ORCHARD AVE. (In Jennings, Mo.) Jennings line.
ORCHARD AVE. 301 E. (In Webster Groves, Mo.) Meramec Highlands line.
PACIFIC AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
PAPIN AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
PARK ROAD. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
PARKHURST TERRACE. (In Webster Groves, Mo.) Meramec Hilghlands line.
PARSONS AVE. (In Webster Groves, Mo.) Meramec Highlands line.
PARTRIDGE AVE. N. to S. 7300 W. (In St. Louis County, Mo.) From Olive St. Rd. to Page Ave. Midland or Lake line.
PEARL AVE. 231 W. (In Kirkwood, Mo.) Meramec Highlands line.
PEARL AVE. (In Jennings, Mo.) Jennings line.
PEEKE AVE. 800 N. (In Kirkwood, Mo.) Meramec Highlands line.
PENNSYLVANIA AVE. N. to S. 7500 W. (In St. Louis County, Mo.) From Richmond Pl. to Manchester Ave. Manchester line.
PERCIVAL AVE. (In Webster Groves, Mo.) Meramec Highlands line.
PLANT AVE. 200 E. (In Webster Groves, Mo.) Meramec Highlands line.
PLYMOUTH AVE. 415 E. (In Webster Groves, Mo.) Meramec Highlands line.
PINE GROVE AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
POE AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
POLO DRIVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson line.
PORTLAND TERRACE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
POWELL AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
PRINCETON AVE. E. to W. (In University City, Mo.) Delmar-Olive to end of line.
PURCELL AVE. N. to S. (In St. Louis County, Mo.) From 6900 Page Ave. to River des Peres. Midland line.
PURCELL AVE. N. to S. 7000 W. (In St. Louis County, Mo.) From River des Peres to Page Ave. Midland line.
RAILROAD AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
RANDOLPH AVE. (In Ferguson, Mo.) Kirkwood-Ferguson line.
RANKIN AVE. S. & W. (In St. Louis County, Mo.) From 1400 Park Ave. to 7500 Del Norte Ave. Market line.
RAVENSWOOD AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
RAVINE AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
RICHMOND PL. E. to W. 2300 S. (In St. Louis County, Mo.) From Belleview to Penna Ave. City Limits line.
RIDGE AVE. (In Webster Groves, Mo.) Meramec Highlands line.
RIPPA AVE. (In St. Louis County, Mo.) 9900 on S. Broadway. Barracks line.
ROBBINS OR LILLY. E. to W. (In St. Louis County, Mo.) From Kingsland to Penna Ave. Midland line.
ROCK HILL RD. (In Webster Groves, Mo.) Meramec Highlands line.
ROOSEVELT PL. E. to W. (In St. Louis County, Mo.) From Wachtel to Regina, between Horn and Louisa. Barracks line.
ROSEBUD AVE. N. to S. (In St. Louis County, Mo.) From 6600 Hamburger Ave. to Greenwood Cemetery. Hodiamont line, walk west.
ROSELAND TERRACE. N. to S. (In Maplewood, Mo.) From 7259 Manchester Ave, 1 block north. Manchester line.
ROSE LANE. 600 S. (In Kirkwood, Mo.) Meramec Highlands line.
ROSEMONT AVE. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
ROYAL AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
ROYAL AVE. (In Jennings, Mo.) Jennings line.
RUBY AVE. 700 N. on Harrison. (In Kirkwood, Mo.) Kirkwood-Ferguson line.
SADIE AVE. N. to S. (In St. Louis County, Mo.) From Field Ave. 9820 S. to Ellin 9960 S, 1 block west of Broadway. Barracks line.
ST. ANDREWS RD. (In Normandy, Mo.) Kirkwood-Ferguson line.
ST. ANNE LANE. (In Normandy, Mo.) Kirkwood-Ferguson line.
ST. ANTOINE AVE. S. to N. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. CATHERINE AVE. S. to N. (In Florissant. Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. CHARLES PL. N. to S. (In St. Louis County, Mo.) From 7800 Murdock to Weil Ave. Frisco Ry. to Shrewsbury Station.
ST. DENIS AVE. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. FRANCIS AVE. S. to N. (In Florissant Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. JACQUES AVE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. JOHN AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
ST. LOUIS AVE. S. to N. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. LOUIS AVE. (In Clayton, Mo.) Kirkwood-Ferguson line.
ST. MARYS LANE. (In Normandy, Mo.) Kirkwood-Ferguson line.
ST. MICHAEL AVE. S. to N. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. PAUL PL. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
ST. PIERRE. E. to W. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
ST. VINCENT AVE. N. to S. (In St. Louis County, Mo.) From 7300 St. Charles Rock Rd. to St. Vincent's Institution. St. Charles line.
ST. VINCENT AVE. N. to S. (In St. Louis Couty, Mo.) From 7300 Melbourne Ave to Weil Ave. Frisco Ry. or Meramec Highlands line.
SALOME AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
SAPPINGTON AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson line.
SCOTT AVE. 401 S. (In Kirkwood, Mo.) Meramec Highlands line.
SCUDDER AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
SECOND AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
SEIBERT AVE. N. to S. (In St. Louis County, Mo.) From 8200 Gravois Rd. to Heldshein Ave. Cherokee line.
SELMA AVE. 400 E. (In Webster Groves, Mo.) Meramec Highlands line.
SHAKESPEAR AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
SHARP AVE. E. to W. (In St. Louis County, Mo.) From Bredell to Laclede Station Rd. Manchester line.
SHAFTSBURY AVE. E. to W. (In University City, Mo.) Creve Coeur Lake line.
SHORT ST. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
SHREWSBURY AVE. E. to W. 7400 W. (In St. Louis County, Mo.) From St. Vincent to Laclede Station Rd. Frisco Ry. or Meramec Highlands line.
SLOCUM AVE. In Webster Groves, Mo.) Meramec Highlands line.
SMITH AVE. 400 E. (In Kirkwood, Mo.) Meramec Highlands line.
SMITH AVE. N. to S. 216 E. (In St. Louis County, Mo.) From Mary 9800 S. to Ellen 9960 S., 2 blocks east of Broadway. Barracks line.
SOUTHLAND AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
SPENCER PL. E. to W. (In St. Louis County, Mo.) From 6200 W. to Sutter Ave 6500 W. Hodiamont line, walk west.
SPRING AVE. 660 E. (In Webster Groves, Mo.) Meramec Highlands line.
SPRING AVE. E. to W. (In Vinita Park, Mo.) Creve Coeur Lake line.
SUFFOLK AVE. E. to W. (In St. Louis County, Mo.) From 4000 Gratiot Ave. to Laclede Station Rd. Mo. Pac. Ry. or Meramec Highlands line
SUMMIT AVE. 600 E. (In Webster Groves, Mo.) Meramec Highlands line.
SUNNYSIDE AVE. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
SUTTER AVE. N. to S. (In St. Louis County, Mo.) From 6500 Olive St. Rd. to Page Ave. Hodiamont line, 4 blocks west.
SUTTON AVE. N. to S. 7400 W. (In Maplewood, Mo.) From Lohmeyer Ave to Greenwood Bl. Manchester line.
SWAN AVE. 800 N. (In Kirkwood, Mo.) Meramec Highlands line.

SWON AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
SYLVESTER AVE. 300 E. (In Webster Groves, Mo.) Meramec Highlands line.
SYRACUSE AVE. N. to S. From 6660 Delmar Bl. running north. Olive-Delmar line.
TAYLOR AVE. 200 E. (In Kirkwood, Mo.) Meramec Highlands line.
TEDDY. (In St. Louis County, Mo.) 9976 on S. Broadway. This point is entrance to Odd Fellows' Cemetery. Barracks line.
TERRACE LANE. (In Jennings, Mo.) Jennings, line.
THIRD AVE. N. to S. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
THOMAS AVE. 700 N. (In Kirkwood, Mo.) Kirkwood-Ferguson line.
THORAGHMAN AVE. E. to W. (In Ferguson, Mo.) Kirkwood-Ferguson line.
THORPE AVE. N. to S. (In Overland Park, Mo.) Creve Coeur Lake line.
TIERMAN AVE. N. to S. (In St. Louis County, Mo.) From 8100 Gravois Rd. to Hildenshein Ave. Cherokee line.
TIFFIN AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
TRENTON AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
TRINITY AVE. N. to S. (In St. Louis County, Mo.) From 6900 Delmar to Pershing. Olive-University line.
TUNSTALL PL. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
TUXEDO BL. E. to W. (In Webster Groves, Mo.) Kirkwood-Ferguson line.
UNIVERSITY LANE. N. to S. (In St. Louis County, Mo.) From Wydown Bl. to Clayton Rd. City Limits line.
VALLE AVE. N. to S. (In St. Louis County, Mo.) From 6411 St. Charles Rock Rd. to Wellsmar. St. Charles line.
VALLEY RD. (In Webster Groves, Mo.) Meramec Highlands line.
VAN BUREN AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
VAN BUREN AVE. 400 W. (In Kirkwood, Mo.) Meramec Highlands line.
VENA AVE. E. to W. (In Clayton, Mo.) Kirkwood-Ferguson or Clayton lines.
VERONA AVE. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
VIRGINIA AVE. (In St. Louis County, Mo.) 9600 on S. Broadway. Barracks line.
VIRGINIA AVE. (In Webster Groves, Mo.) Meramec Highlands line.
VISTA PL. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
WALLIS. E. to W. (In Overland Park, Mo.) Creve Coeur Lake line.
WASHINGTON AVE. S. to N. (In Florissant, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
WASHINGTON AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
WASHINGTON AVE. 400 W. (In Kirkwood, Mo.) Meramec Highlands line.
WASHINGTON AVE. E. to W. (In Kinloch Park, Mo.) Kirkwood-Ferguson line, transfer to Florissant line.
WATSON AVE. E. to W. (In St. Louis County, Mo.) From Wabash Ry. to Kingsland. Midland line.
WAVERLY PL. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
WAY AVE. 500 W. (In Kirkwood, Mo.) Meramec Highlands line.
WAYNE AVE. N. to S. (In Vinita Park, Mo.) Creve Coeur Lake line.
WEBER RD. E. to W. (In St. Louis County, Mo.) Joins Gravois Rd. at 9200 W. Cherokee line.
WEIL AVE. E. to W. (In St. Louis County. Mo.) From Watson Rd. to St. Charles Pl. Frisco Ry. to Shrewsbury Station.
WEISS AVE. (In St. Louis County, Mo.) 9300 on S. Broadway. Barracks line.
WELLESLY AVE. N. to S. (In St. Louis County, Mo.) From 7200 Creve Coeur Trks. to Pershing. Creve Coeur or Delmar-Olive lines.
WELLSMAR AVE. E. to W. (In St. Louis County, Mo.) From 1700 Kienlen to the Outer Belt Ry. Hodiamont line.
WELLSTON AVE. N. to S. (In St. Louis County. From 6423 St. Charles Rock Rd. to Wellsmar. St. Charles line.
WELLSTON PL. N. to S. In St. Louis County, Mo.) From 6401 St. Charles Rock Rd. to Wellsmar. Hodiamont line, walk west.
WESLEY AVE. N. to S. (In Ferguson, Mo.) Kirkwood-Ferguson line.
WESTGATE AVE. N. to S. (In St. Louis County, Mo.) From 6500 Pershing to Cabanne. Delmar or University-Olive lines.
WIDMAN AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
WILLIAM ST. E. to W. (In St. Louis County, Mo.) From 9500 Edgar to Wachtel Ave. Barracks line.
WILLIAMS AVE. N. to S. (In St. Louis County, Mo.) From 7100 Delmar Bl. to Maryland. Olive-University line.
WILLINGTON AVE. S. to N. (In St. Louis County, Mo.) From 6460 Etzel to Plymouth Ave. Hodiamont line, walk west.
WILLOW AVE. (In St. Louis County, Mo.) Water Works line.
WOODBINE AVE. 500 S. (In Kirkwood, Mo.) Meramec Highlands line.
WOODLAND AVE. (In Pine Lawn, Mo.) Kirkwood-Ferguson line.
WOODLAND AVE. E. to W. (In Maplewood, Mo.) From 2817 Big Bend to Oakland. Meramec highlands line.
WOODLAWN AVE. 500 E. (In Kirkwood, Mo.) Meramec Highlands line.
WOODRUFF AVE. N. to S. (In St. Louis County, Mo.) From 6700 Page Ave to Lilly. Midland line.
YALE AVE. E. to W. (In Webster Groves, Mo.) Meramec Highlands line.
YALE AVE. N. to S. (In University City, Mo.) Delmar-Olive to end of line.
YALE AVE. N. to S. 7165 W. (In St. Louis County, Mo.) From Oakland to Manchester Ave. City Limits line.
YEATMAN AVE. (In Webster Groves, Mo.) Meramec Highlands line.

East St. Louis Street Guide

Broadway is the dividing line—North and South

"A" ST. North, from Spring to Church. Bridge line.
ALEXANDER AVE. About 1800 east. N. to S. From Illinois to State, Cleveland, State and Belleville lines.
ALHAMBRA CT. 3500 east, from State to Summit, State and Belleville lines.
AMHERST AVE. 5700 east, from Caseyville to Yoakum, Washington Pk. car.
ANN ARBOR AVE. 5800 east, north from Caseyville to 2400 north, Washington Pk. car.
ASHLAND AVE. 3000 east, from 440 north to Belleview Ave., Cleveland line.
AUDUBON AVE. 1700 north, from 17th to 25th, from 30th to 36th,, from 38th to 51st, Washington Pk. and Lansdowne lines.
"B" ST. North from Trendley to Spring, Bridge line.
BAKER AVE. 900 south, from 10th to 2400 east, Main and Alta Sita lines.
BALLANTINE AVE. 100 south, from 4200 to 4400, Alta Sita lines.
BAUGH AVE. 900 north, from 1st to 2100 east, from 26th to 30th, Stock Yards, 18th, Rosemont, Washington Pk. and State St. lines.
BELLEVIEW AVE. About 500 north. from 23rd to 3200, Cleveland and Belleville lines.
BELLEVILLE AVE. About 1400 east, from Illinois to State, State, Belleville and Lebanon lines.
BELMONT AVE. About 528 north, from 15th to 1950 east, from Vogel Pl. to 42nd, from 53rd to 59th, from 64th to 6900, State, Belleville and Lebanon lines.
BELT AVE. 5800 east, from Chemical Pl. north, Washington Pk. lines.
BENT AVE. 2300 north, from 31st to 34th, Washington Pk. and Rosemont lines.
BENTLEY AVE. 4000 east, from Kansas to Southern Ry., Alta Sita line.
BENNETT AVE. 4200 east, from Porter to Church Rd., Alta Sita line.
BENTON AVE. About 1400 north, from 21st to Caseyville, Rosemont car.
BLAINE AVE. 700 north from 64th to 6800 east, Belleville and Lebanon lines.
BLUFF AVE. About 400 north from 7900 to 8300, Belleville and Lebanon lines.
BOGARD AVE. About No. 60 on St. Clair Ave., from Pennsylvania to St. Clair, Stock Yards and 18th lines.
BOUL AVE. 800 north, from 81st to 89th, Belleville and Lebanon lines.
BOGY AVE. 200 south, east from Front to Cahokia Creek, Bridge line.
BOISMENUE AVE. 1000 south, east from 12th St. to 26th, Main and Alta Sita lines.
BOWMAN AVE. 1000 north, from First to 21st, Stock Yards, Rosemont and Washington Pk. lines.
BOND AVE. 400 south, from Main to 4800 east, Main and Alta Sita lines.
BRADY AVE. 200 south, from Main to 42nd, Main and Alta Sita lines.
BRAODWAY—The dividing line, from Mississippi River to 35th St., Bridge and Broadway lines.
BROOKLYN AVE. From 100 West Broadway to Missouri, Bridge and Cleveland lines.
BUNKUM RD. 1200 north, from 56th St. to Edgemont Station, Belleville and Lebanon lines.
BUSHMORE AVE. About 1400 north, from 31st to 40th, Rosemont line.
"C" ST. From Trendley to Spring, Bridge line.
CAHOKIA ST. In National (Stock Yards) City, from Brooklyn Rd., 18th or Venice lines.
CAMBRIDGE AVE. 6100 east, from Caseyville Ave. to Yoakum, Washington Pk. line.
CARL AVE. 4600 east, from Lincoln to B. & O. R. R., Washington Pk. line.
CASEYVILLE AVE. About 1400 north, from 25th to 5700 east, Rosemont lines.
CASEYVILLE RD. South, from Caseyville Av. at 5700, runs east to Caseyville, Illinois, Washington Pk. line.
CENTRAL AVE. 1300 south, from 16th to 20th, Main and Waterloo lines.
CHEMICAL PL. In Fairmont City, from Kingshighway to Belt, Washington Pk. or Collinsville lines.
CHILES ST. 4300 east, in Fairmount City, Ill., from Guy to Granby Lane, Edwardsville line.
CHURCH RD. 1400 south, from 3600 Wilson to 6500 east, Alta Sita line.
CHURCH ST. 500 south, from Front to C St., Bridge line.
CIRCLE PL. Betw. Regent and Gross, Washington Pk. and Rosemont lines.
CLARK ST. 4000 east, from Bond to Porter, Alta Sita line.
CLEVELAND AVE. From 330 North 11th east to 29th, Cleveland line.
CODDINGTON PL. 1650 east, from Divlsion to Kansas, Broadway line.
COLAS AVE. From 1100 south 11th to 16th, Main line.
COLUMBIA PL. About 155 east, from Missouri to State, Cleveland, State and Belleville lines.
COLLEGE AVE. About 540 north, from west to east, 1st St. to 5000 east, State or Belleville lines.
COLLINSVILLE AVE. Leading street from north to south, from 330 E. Broadway to about 700 St. Clair Ave, State or Stock Yards line.
COLLINSVILLE RD. North, from Monroe Ave. to Collinsville, Ill., Edwardsville line.
COMMERCIAL ST. In National (Stock Yards) City, one block from Brooklyn Rd., 18th or Venice lines.
CONVERSE AVE. 300 south, from Main to 36th, Main and Alta Sita lines.
COOKSON RD. In Fairmont City, Ill., from Collinsville Rd. to Granby Lane, Edwardsville and Washington Pk. lines.
COOPER AVE. About 1000 south, from Locust to Pine, Alta Sita line.
CORNELL AVE. 6000 east, from 1400 north to Yoakum, Washington Pk. line.
COTTAGE LANE. 1350 east, from Exchange to Winstanley, Rosemont and Washington Pk. lines.
COURTLAND PL. 1850 east, from Division to Kansas, Broadway line.
CROOKS AVE. From Front to C St., Bridge line.
DAY LINE. Name for Street Railway right-of-way for freight hauling, one block south of State St., beginning about 32nd St. and running to 89th St. (eastern City Limits), State Street line.
DELMAR AVE. In Fairmont City, near Collinsville Rd., from 4900 to Kings Highway, Collinsville line.
DIVISION AVE. 100 north, from Main to 2100 east, Broadway line.
DONAVON AVE. About 1900 north, from 40th to 41st, Rosemont and Washington Pk. lines.
DORRIT AVE.
DOUGLAS AVE. About 1530 north, from 25th to 3500, Rosemont and Washington Pk. lines.
DUTCHERS LANE. About 1000 north, from 1st to Vandalia R. R., Stock Yards and 18th lines.
EIGHTH ST. N. to S. From Piggott to Natalia, Main. Broadway, Alta Sita, Cleveland, State, 18th, Rosemont and Washington Pk. lines.

EIGHTEENTH ST. North from Boismenue to Broadway, from Walnut to Natalia, Main, Alta Sita, Broadway, Cleveland, State and 18th lines.

EIGHTIETH ST. North from Edgemont Station to Church, Belleville lines.

EIGHTY-FIRST ST. In Edgemont N. to S. From Hilda to Church, Belleville and Lebanon lines.

EIGHTY-SECOND ST. North from one block south of Day Line to Boul, Belleville and Lebanon lines.

EIGHTY-THIRD ST. North from one block south of Day Line to Boul, Belleville and Lebanon lines.

EIGHTY-FOURTH ST. North from Day Line to Boul, Belleville and Lebanon lines.

EIGHTY-FIFTH ST. North from Grimont to Boul, Belleville and Lebanon lines.

EIGHTY-SIXTH ST. North from Grimont to Boul, Belleville and Lebanon lines.

EIGHTY-SEVENTH ST. North from Grimont to Boul, Belleville and Lebanon lines.

EIGHTY-EIGHTH ST. North from Day Line to Boul, Belleville and Lebanon lines.

EIGHTY-NINTH ST. North from State St. to L. & N. R. R., Belleville and Lebanon lines.

ELEVENTH ST. N. to S. From Colas Ave. to Natalia Ave., Main, Broadway, Alta Sita, Cleveland, State, 18th, Rosemont and Washington Pk. lines.

ELLIOTT AVE. 5700 east, from Day Line to Lake, Belleville and Lebanon lines.

EMERY AVE. 2200 north. W. to E. From 36th to 40th, Washington Pk. lines.

EUREKA AVE. 700 north, from 71st to 81st, Belleville and Lebanon lines.

EXCHANGE AVE. 1100 north, from 1st to 21st, Stock Yards, 18th, Rosemont and Washington Pk. lines.

EXCHANGE AVE. (Stock Yards). 1100 north, from Packers to 15th St., Stock Yards, Rosemont or Washington Pk. lines.

FALLING SPRINGS AVE. South, from 10th to City Limits, Main St. line.

FIRST ST. N. to S. From Missouri Ave. to Walter Ave., Cleveland, 18th and Stock Yards lines.

FIFTH ST. S. to N. From Piggott Ave. to about 500 Collinsville Ave., Main, Broadway, Alta Sita, Cleveland, State, Stock Yards, Rosemont and Washington Pk. lines.

FIFTEENTH ST. S. to N. From Russell Ave. to Vandalia Ry., Main, Broadway, Alta Sita, Cleveland, State, Rosemont and Washington Pk. lines.

FIFTIETH ST. S. to N. 5000 east from Ridge Ave. to Hallows Ave., Belleville, Lebanon and Rosemont lines.

FIFTY-FIRST ST. S. to N. 5100 east, from Ridge Ave. to Hallows Ave., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FIFTY-SECOND ST. N. to S. From Ridge to Hallows Ave., 5200 east, Belleville, Lebanon and Rosemont lines.

FIFTY-THIRD ST. North from Day Line to L. & N. R. R. and from Bunkum Rd. to Caseyville, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FIFTY-FOURTH ST. North from State to L. & N. R. R. and from Hallows to Caseyville, Belleville, Lebanon and Rosemont lines.

FIFTY-FIFTH ST. North from Ohio to L. & N R. R. and from Hallows to Caseyville, Belleville, Lebanon and Rosemont lines.

FIFTY-SIXTH ST. North from State to Belmont, Belleville and Lebanon lines.

FIFTY-SEVENTH ST. North from Day Line to Belmont, Belleville and Lebanon lines.

FIFTY-EIGHTH ST. North from Day Line to Belmont, Belleville and Lebanon lines.

FIFTY-NINTH ST. North from Day Line to Belmont, Belleville and Lebanon lines.

FISHER AVE. East from 421 N. 13th to 14th, State, Belleville and Lebanon lines.

FLORENCE AVE. One block south of Day Line, from 76th to 78th, Belleville and Lebanon lines.

FORREST BLVD. 2006 north. W. to E. From 15th St. to 7000 east, Washington Pk. line.

FORTIETH ST. S. to N. From Missouri Ave. to B. & O. Ry., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-FIRST ST. S. to N. From Missouri Ave. to North Drive, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-SECOND ST. S. to N. From Missouri Ave. to B. & O. Ry., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-THIRD ST. S. to N. From Missouri Ave, to B. & O. Ry., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-FOURTH ST. S. to N. From Missouri Ave. to B. & O. Ry., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-FIFTH ST. North from Day Line to State and from College to Summit and from Caseyville to Forrest Blvd., from 2200 north to B. & O. R. R., Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-SIXTH ST. North from Day Line to State and from College to Summit and from Bunkum Rd. to Hallows and from Caseyville to Lincoln, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-SEVENTH ST. North from Day Line to State and from College to Summit and from Bunkum Rd. to Hallows and from Caseyville to Lincoln, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-EIGHTH ST. North from Day Line to State and from College to Summit and from Bunkum Rd. to Caseyville and from Audubon to Lincoln, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FORTY-NINTH ST. North from Day Line to State and from College to Summit and from Bunkum Rd. to Caseyville and Audubon to Lincoln, Belleville, Lebanon, Rosemont and Washington Pk. lines.

FOURTEENTH ST. S. to N. From Russell Ave. to Neetar Ave., Main, Broadway, Alta Sita, Cleveland, State, 18th, Washington Pk. and Rosemont lines.

FOURTH ST. North from Piggot to Missouri and from St. Clair to Lake, Main and Stock Yards lines.

FREDERICK ST. W. to E. From 520 N. 16th to Alexander Pl., Cleveland line.

FREUND ST. In Fairmont City, 5500 east, from Delmar to Maryland, Edwardsville line.

FRONT ST. N. to S. Along all the River Front, all Bridge cars.

GATY AVE. W. to E. From 230 N. 10th to 29th, Cleveland line.

GAY AVE. 1200 south, from 16th to 20th, Main line.

GERTRUDE PL. 650 north, from 29th to 31st, State, Belleville and Lebanon lines.

GOODRICH AVE. 750 south, from 8th to 10th, Main line.

GOULD AVE. 5000 east, from Forrest Blvd. to Yoakum, Washington Pk. line.

GRANBY LANE. 4550 east, from Cookson Rd. to Collinsville Rd., Edwardsville and Washington Pk. lines.

GRAY PL. 1900 east, from Illinois to State, Cleveland, Belleville, State and Lebanon lines.

GRIMONT AVE. 550 north, from 82nd to 85th, Belleville and Lebanon lines.

GROSS AVE. East from 9th to 36th, Rosemont and Washington Pk. lines.

HALL ST. W. to E. From 465 N. 16th to Alexander Pl., State, Belleville and Lebanon lines.

HALLOWS AVE. 1350 north, from 4550 to 5600, Rosemont line.

HANOVER PL. 1750 east, from Division to Kansas, Broadway line.

HARNETT AVE. In Fairmont City, Ill., 4400 east, from Cookson Rd. to Collinsville Rd., Edwardsville and Washington Pk. lines.

HARRIET AVE. 1100 north, from 37th to 45th, Rosemont line.

HARRIHAN AVE. 4800 east, from Lincoln to Yoakum, Washington Pk. line.

HARRIMAN AVE. 5100 east, from 1950 to Yoakum, Washington Pk. line.

HARVARD AVE. 6200 east, from Caseyville to Industrial, Washington Pk. line:

HENRIETTA AVE. W. to E. From 435 N. 16th to 29th, State, Cleveland and Belleville lines.

HIGH ST. 6700 east, from 1000 to 1200, north of L. & N. R. R., Belleville and Lebanon lines.

HIGHLAND PL. 1350 east, from Broadway to Missouri, Broadway and Cleveland lines.

HILL AVE. 2300 north, from Verlie to 6400 east, Washington Pk. line.

HORNER ST. 8200 east, from Caseyville to 2000 north, Washington Pk. line.

ILLINOIS AVE. 400 north, from 10th to 3500, State, Belleville and Lebanon lines.

INDUSTRIAL AVE. 2400 north, from 5900 to 6700, Washington Pk. line.

JARROT AVE. 1250 east, from Illinois to State, State, Belleville and Lebanon lines.

JEFFERSON AVE. One block south of Day Line, east from 29th to 3300, Cleveland line.

JEROME LANE. 7100 east, north from State to Church, Belleville and Lebanon lines.

JOHN ST. 750 north, east from 16th to 18th, 18th line.

JOHN ST. South, from west end of Broadway Viaduct to 50 south, Bridge line.

KANSAS AVE. W. to E. From 120 N. 8th to 3200 east, Alta Sita, Broadway and Cleveland lines.

KATHRYN ST. South from Day Line to Lake Blvd., 7900 east, Belleville and Lebanon lines.

KATY AVE. Three blocks south of Day Line, 7600 to 7800 east, Belleville and Lebanon lines.

KINGSHIGHWAY BLVD. 5400 east, from L. & N. R. R. to Collinsville Rd., Belleville, Lebanon, Rosemont and Washington Pk. lines.

KOSUISKO PL. 7600 east, from Louisa to Day Line, Belleville and Lebanon lines.

KUTTER AVE. 1050 east, one block from Falling Springs, Main line.

LAKE AVE. W. to E. From 1350 N. 8th to 21st, Stock Yards, 18th, Rosemont and Washington Pk. lines.

LAKE BLVD. Belleville and Lebanon lines.

LAURA AVE. South of Day Line from 59th to 63rd, Belleville and Lebanon lines.

LAURA AVE. 3950 east, from Van Buren to Bunkum Rd., Rosemont line.

LAWRENCE AVE. 1400 south, from 16th to 20th, Main line.

LaPAGE BLVD. 7350 east, from State St., Belleville and Lebanon lines.

LINCOLN AVE. 1800 north, from 15th to 5600 east, Rosemont and Washington Pk. lines.

LINDEN AVE. W. to E. From 1800 N. 15th to 40th, Rosemont and Washington Pk. lines.

LOCUST ST. N. to S. From 38 St. Clair running south, Stock Yards and 18th lines.

LOCUST ST. 4400 east, from Porter to Church Rd., Alta Sita line.

LOGAN AVE. 7800 east, from Caseyville to 1800, Washington Pk. line.

LORAS PL. In Fairmont City, 3300 east, from 2400 north to Collinsville Rd., Edwardsville and Washington Pk. lines.

LOUISA ST. South of Day Line, from 76th to 78th, Belleville and Lebanon lines.

LOUISIANA BLVD. North of Illinois, from 22nd to 33rd, Cleveland line.

LOVELLA PL. 3400 east, from 2400 to Maple, Edwardsville and Washington Pk. lines.

LYNCH AVE. 1300 north, from 1st to 25th, Stock Yards, 18th, Rosemont and Washington Pk. lines.

LYON AVE. 750 north, from Bogard to 1st, Stock Yards and 18th lines.

McCAUSLAND BLVD. 350 south, from 10th to 29th and from 33rd to 4000 and from 4200 to 4800, Alta Sita and Main lines.

McKEE AVE. 1500 south, from 16th to 20th, Main line.

MAIN ST. S. to N. From 300 Trendley to 318 on Missouri, any ear over Bridge.

MAPLE AVE. 2700 north, from Collinsville Rd. to 4100, Edwardsville and Washington Pk. lines.

MARKET AVE. 500 south, east from Main to 4200 east, Alta Sita and Main lines.

MARYBELLE AVE. 900 north, from 74th to 76th, Belleville and Lebanon lines.

MARYLAND AVE. In Fairmont City, south of Collinsville Rd., east from 4900 to Kingshighway, Collinsville and Edwardsville lines.

MAYO AVE. 4200 east, from Southern R. R. to Walnut, Alta Sita line.

MILLET AVE. N. to S. 1200 east, from Baker to Colas, Main line.

MINNESOTA AVE. 6800 east, from Blaine to L. & N. R. R. Belleville and Lebanon lines.

MISSISSIPPI AVE. 1000 east, starts under wagon approach of Free Bridge running south to City Limits. Main line.

MISSOURI AVE. 200 north, from Front to 4200 east, Bridge, Cleveland and Broadway lines.

MONROE AVE. 2100 north, from 25th to 4100, Washington Pk. line.

MORGAN AVE. 4500 east, from Lincoln to Yoakum, Washington Pk. line.

MORRIS AVE. 2200 north, from 17th to 3700, Rosemont and Washington Pk. lines.

MOUSETTE LANE. 5000 east, from Missouri to Church Rd., Alta Sita line.

MULLIKIN AVE. 100 north, from Front to C St., all Bridge lines.

NATALIA AVE. W. to E. From 1500 N. 9th to 29th, Rosemont and Washington Pk. lines.

NECTAR AVE. 1700 north, from 800 to 17th, Rosemont and Washington Pk. lines.

NICHOLS AVE. 3400 north, from Kingshighway to Belt, Washington Pk. line.

NINTH ST. From Broadway to Morris, Broadway, Alta Sita, Cleveland, Belleville, Lebanon, State, Rosemont, Washington Pk. and 18th lines.

NINETEENTH ST. North from McKee to Southern Ry. and from St. Louis to Cleveland and from State to Lake and from Lincoln to Morris. Main, Alta Sita, Broadway, Cleveland, Belleville, Lebanon, State, Rosemont, Washington Pk. and 18th lines.

NORTH DRIVE. 2300 north from 38th to 41st, Washington Park and Rosemont lines.

NORTH DRIVE BLVD. From Caseyville to Monroe and east on Monroe to 36th, north on 36th to Emery, east on Emery to 43rd, north on 43rd, east to 44th, south to Washington Park Blvd, and east on Washington Park Blvd. to 6800, Rosemont or Washington Pk. lines.

NURDIN AVE. In Fairmont City, 4500 east, from Cookson Rd. to Collinsville Rd., Edwardsville and Washington Pk. lines.

OGLESBY AVE. 1250 south, from 16th to 17th, Main line.

OHIO AVE. W. to E. From 500 Collinsville to 5600 east, Stocks Yards, Rosemont, Washington Pk., State, Belleville and Lebanon lines.

OLIVE ST. 4500 east, from Cooper to Church Rd., Alta Sita line.

OLIVER ST. 575 north, from 32nd to 3250, State, Belleville and Lebanon lines.
OWEN AVE. 4100 east, from Bond to Wilson, Alta Sita line.
OXFORD AVE. 6500 east, from 1400 north to Forrest Blvd., Washington Pk. line.
PACKERS AVE. About No. 1 St. Clair Ave. north in Stock Yards, 18th or Stock Yards cars.
PARADISE AVE. 1300 south, from Mississippi Ave. to Ill. Cent. Ry. Main line.
PARADISE AVE. 2400 south, east from Mississippi Ave. to Lower Cahokia Rd. Waterloo line.
PARKER AVE. 4200 east, south from Missouri to Porter. Alta Sita line.
PARSONS AVE. About 1000 north, from 17th to Southern Ry. 18th line.
PAYEUR AVE. About 530 north, from 84th to 87th. Belleville and Lebanon lines.
PENNSYLVANIA AVE. 700 north, east from Collinsville Ave. to Washington Pl. Rosemont and Washington Pk. lines.
PERDUE AVE. 5500 east, north from Caseyville Ave. to Yoakum Ave. Washington Pk. lines.
PIGGOTT AVE. 700 south, east from Fourth St. to 40th St. Main St. and Alta Sita lines.
PINE. 4600 east, from 2nd St. Fire Works Station to Church Road. Alta Sita line.
PORTER AVE. W. to E. From 33rd St. at 700 south to about 47th St. Alta Sita line.
POST PL. 3600 east, 600 north. from State St. to Summit Ave. State and Belleville lines.
PRINCETON AVE. 6400 east, from 1400 to Forrest Bl. Washington Pk. line.
PROVISION AVE. West to east in Stock Yards. Stock Yards line.
PULASKI. 1600 south, east from Mississippi Ave. to Ill. Cent. Ry. Main line.
RAILROAD AVE. About No. 40 south, east from 3rd to 6th St. Main or Broadway lines.
RENSHAW AVE. About 900 north, from 26th to 30th St. State, Belleville and Lebanon lines.
REGENT PL. 1600 north, from 30th to 40th. Washington Pk. and Rosemont lines.
RIDGE AVE. 500 north, from 15th St. to 5100 east. Cleveland, State and Belleville lines.
ROCK ROAD. Northeast from 4th St. and Brady Ave., to 10th and State. Main. Broadway or State lines.
ROSEMONT AVE. 1300 north, from 5000 to 5600. Rosemont line.
RUSSELL AVE. West to east, about 1200 south, from 11th St. to 18th St. Main St. line.
ST. CLAIR AVE. 800 north, from Black Bridge to 4500. Stock Yards 18th, Rosemont, Washington Pk., and State St. lines.
ST. LOUIS AVE. 300 north, east from L. & N. Ry. or 2nd St. to 35th St. State, Belleville, Lebanon, Cleveland, Rosemont or Washington Pk. lines.
SAGE AVE. 5300 east, from Washington Pk. Bl. to Yoakum Ave. Washington Park line.
SECOND AVE. 1000 south, from Bennett to Olive Fire Works Station. Alta Sita line.
SECOND. 200 east, from Broadway to State St., from St. Clair to Lake Ave. Bridge, Cleveland, 18th St., and Stock Yards lines.
SEVENTH. 700 east, from Piggott Ave. to Winstanley Ave. Main, Broadway, Alta Sita, Cleveland, State, 18th St., Rosemont and Washington Pk. lines.
SEVENTEENTH. 1700 east, from McKee Ave. to Vandalia Ry. Main, Broadway, Alta Sita, Cleveland, State, 18th, Rosemont and Washington Pk. lines.
SEVENTIETH. N. to S. From State to L. & N. R. R. Belleville and Lebanon lines.
SEVENTY-FIRST. N. to S. From State St. to L. & N. R. R. Belleville and Lebanon lines.
SEVENTY-SECOND. N. to S. From State St. to Church St. Belleville and Lebanon lines.
SEVENTY-THIRD. N. to S. From State St. to Eureka Ave. Belleville and Lebanon lines.
SEVENTY-FOURTH. N. to S. From State St. to Eureka Ave. Belleville and Lebanon lines.
SEVENTY-FIFTH. N. to S. From State St. to Church St. Belleville and Lebanon lines.
SEVENTY-SIXTH. N. to S. From Laura Ave. to Church St. Belleville and Lebanon lines.
SEVENTY-SEVENTH. N. to S. From Laura Ave. to State St. Belleville and Lebanon lines.
SEVENTY-EIGHTH. N. to S. From Day line to Church St. Belleville and Lebanon lines.
SEVENTY-NINTH. N. to S. From Day line to Church St. Belleville and Lebanon lines.
SHORT. N. to S. From 1820 St. Clair Ave. to Summit Ave. 18th line.
SIXTH. North from Piggott Ave. to about 600 Collinsville Ave. Main, Broadway, State or Stock Yards lines.
SIXTEENTH. From Central Ave. to Baugh Ave. Main, Broadway, Alta Sita, Cleveland, State, 18th, Rosemont, Washington Pk. lines.
SIXTIETH. From Laura Ave. to State. Belleville and Lebanon lines.
SIXTY-FIRST. From Laura Ave. to State. Belleville and Lebanon lines.
SIXTY-SECOND. From Laura Ave. to State St. Belleville and Lebanon lines.
SIXTY-THIRD. From Laura Ave. to State St. Belleville and Lebanon lines.
SIXTY-FOURTH. From State St. to City Limits. Belleville and Lebanon lines.
SIXTY-FIFTH. From State St. to City Limits. Belleville and Lebanon lines.
SIXTY-SIXTH. From State St. to City Limits. Belleville and Lebanon lines.
SIXTY-SEVENTH. From State St. to City Limits. Belleville and Lebanon lines.
SPRING AVE. W. to E. about 700 N. From Mississippi River to "C" St. All Bridge lines.
STATE ST. N. W. to S. E. From 400 N. 2nd St. to Edgemont or 89th St. Belleville or State St. lines.
STANFORD AVE. 6600 east, from 1400 north to Forrest Bl. Washington Pk. line.
SUMMIT AVE. W. to E. From 600 Collinsville to 51st St. Stock Yards, Washington Pk., Rosemont, State, and Belleville lines.
SULLIVAN AVE. N. to S. From Relay Depot on Missouri Ave. to St. Louis Ave. Cleveland line.
TENTH. North from Baker Ave. to Nectar. Main, Alta Sita, Broadway, Cleveland, Belleville, State, 18th, Rosemont and Washington Pk. lines.
THIRD. From Southern Ry. to Lake Ave. Bridge, Cleveland, 18th and Stock Yards lines.
THIRTEENTH. From Russell to Gross Ave. Main, Broadway, Alta Sita, Cleveland, State, Belleville, Rosemont and Washington Pk. lines.
THIRTIETH. From Ridge Ave. to Baugh, and from Caseyville to Morris. Cleveland, Lebanon, Belleville, State, 18th, Rosemont and Washington Pk. lines.
THIRTY-FIRST. North from Wilson to Missouri Ave., and from Louisiana Bl. to Caseyville. Alta Sita, Broadway, Cleveland, State, Belleville, Washington Pk. and Rosemont lines.
THIRTY-SECOND. North from Wilson to Missouri Ave., and from Day line to L. & N. R. R., and from Caseyville to Bent. Alta Sita, Cleveland, State, Belleville, Rosemont and Washington Pk. lines.
THIRTY-THIRD. North from Wilson to St. Clair Ave., from 1100 north to Caseyville, Alta Sita, Broadway, Cleveland, State, Belleville, Rosemont and Washington Pk. lines.
THIRTY-FOURTH. From about 500 north to Day line, and from Summit to St. Clair Ave. Cleveland, Belleville and State St. lines.
THIRTY-FIFTH. North from Wilson to Illinois Ave., and from Summit to Caseyville. Alta Sita, Broadway, State, Belleville, Washington Pk. and Rosemont lines.
THIRTY-SIXTH. North from Wilson to Missouri Ave. to Illinois Ave. to State St., from Summit to St. Clair Ave., and from Caseyville to Bent. Alta Sita, State. Belleville, Washington Pk. and Rosemont lines.
THIRTY-SEVENTH. From Missouri to Illinois Ave., and from 450 north to Summit Ave., and from St. Clair to Caseyville Ave. State, Belleville, Lebanon and Rosemont lines.
THIRTY-EIGHTH. From Missouri Ave. to St. Clair Ave., and from Bunkum Road to B. & O. R. R. Belleville, Washington Pk. and Rosemont lines.
THIRTY-NINTH. From Missouri Ave. to St. Clair Ave., from Regent Pl., to North Drive. Belleville, Rosemont and Washington Pk. lines.
TRENDLEY AVE. 600 south, from Mississippi River to 3800 east. Bridge, Main and Alta Sita lines.
TUDOR AVE. 800 south, from Ill. Cent. Ry. to 3800 east. Main and Alta Sita lines.
TWELFTH. From Colas to Division, and from Missouri to College. Main, Broadway, Alta Sita, Cleveland, State, Belleville, Rosemont and Washington Pk. lines.
TWENTIETH. From I. C. R. R. to St. Clair Ave. Main, Alta Sita, Broadway, Cleveland, State, Belleville and 18th St. lines.
TWENTY-FIRST. From Boismenue to St. Clair, and from Lincoln to Morris. Alta Sita, Broadway, Cleveland, State, Belleville, 18th, Rosemont and Washington Pk. lines.
TWENTY-SECOND. From Boismenue to St. Clair. Alta Sita, Broadway, Cleveland, and State St. lines.
TWENTY-THIRD. From Illinois to St. Clair, and from Lynch to Vandalia Ry. Cleveland, State, 18th, Washington Pk. and Rosemont lines.
TWENTY-FOURTH. From Boismenue to St. Clair. Alta Sita, Broadway, Cleveland, and State lines.
TWENTY-FIFTH. From Broadway to Kansas, and from Illinois to Vandalia Ry. Broadway, Cleveland, State, Belleville, Rosemont and Washington Pk. lines.
TWENTY-SIXTH. From Baker to Walnut Ave. Alta Sita, Broadway, Cleveland, State, Belleville and Lebanon lines.
TWENTY-SEVENTH. From Wilson to Summit, and from Baugh to L. & N. R. R. Alta Sita, Cleveland, Broadway, State and Lebanon lines.
TWENTY-EIGHTH. From State to Summit Ave., from Baugh to L. & N. R. R. State, Belleville and Lebanon lines.
TWENTY-NINTH. From Wilson to Southern Ry., and from Walnut to L. & N. R. R., and from Caseyville to Gross, and from Lincoln to Morris. Alta Sita, Broadway, Cleveland, State, Belleville, Lebanon, Rosemont and Washington Pk. lines.
VALENTINE AVE. 800 south, from 8th to 10th St. Main St. line.
VANDALIA AVE. In Fairmount City, 4150 east, from Lincoln to Cookson Road. Edwardsville and Washington Pk. lines.
VASSAR AVE. 5600 east, from Caseyville to Yoakum Ave. Rosemont and Washington Pk. lines.
VERLIE AVE. 4600 east, from Lincoln Ave. to Yoakum Ave. Washington Pk. line.
VERONICA AVE. 1325 east, from State to St. Clair. State, Belleville, 18th, Rosemont and Washington Pk. lines.
VIRGINIA PL. 350 south, from 29th to 33rd. Alta Sita line.
VOGEL PL. 3400 east, from State to College. State, Belleville and Lebanon lines.
WASHINGTON AVE. 700 north, from 81st to 89th. Belleville and Lebanon lines.
WASHINGTON AVE. 1850 north, from 4600 to Stanford. Washington Pk. line.
WASHINGTON PL. 1450 east, from State to Summit. State, Belleville and Lebanon lines.
WABASH AVE. 1536 east, north from Summit to St. Clair. 18th St. line.
WALNUT AVE. 50 south, from Main St. to 18th St. Alta Sita and Broadway lines.
WALTER AVE. 1050 north, from 9th to 11th. 18th, Rosemont and Washington Pk. lines.
WARREN AVE. 1500 north, from 4800 to Kingshighway. Rosemont and Washington Pk. lines.
WAVERLY AVE. 1900 north, from 25th to 41st. Rosemont and Washington Pk. lines.
WEIMAN AVE. 1050 north, from 17th to Southern Ry. 18th St. line.
WELLESLEY AVE. 5900 east. from 1500 north to Industrial. Washington Pk. line.
WHEELER ST. 4600 east, from Southern Ry. to Ernest. Alta Sita line.
WIGGINS ST. 300 north, from Mississippi River to "C" St. Bridge line.
WILSON AVE. 1000 south, from 26th to 3800. Alta Sita line.
WIMMER PL. 1925 east, from Illinois to State. Cleveland, Belleville, Lebanon and State St. lines.
WINSTANLEY AVE. 1200 north, from First St. to 21st. Rosemont and Washington Pk. lines.
WODDROW AVE. In Fairmount city, 4800 east, from Collinsville Road. Collinsville line.
WINTER ST. 500 north, east from Mississippi River to C St. Bridge car.
YALE AVE. 6300 east, north from 1400 to Forrest Bl. Washington Pk. line.
YOAKUM AVE. 2400 north, from Verlie to 5900 east. Washington Pk. line.

United Railways of St. Louis

Bellefontaine

Primm St.—11:50, 12:00, 12:15, 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00.

Olive St.—12:35, 12:45, 1:00, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45.

Robin Ave.—11:48, 12:00, 12:15, 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:20.

Olive St.—12:25, 12:35, 12:50, 1:05, 1:50, 2:35, 3:20, 4:05, 4:50, 5:35.

Belt Line

18th Div.—South via 18th, north via 9th.

Prairie—12:04, 12:19, 1:30, 2:30, 3:30, 4:30, 5:13.

9th and Clark—12:30, 1:00, 2:00, 3:00, 4:00, 5:00, 5:40.

14th Div.—South via 14th, north via 18th.

Prairie—12:09, 12:24, 1:00, 2:00, 3:00, 4:00, 5:00, 5:23.

9th and Clark—12:35, 12:50, 1:00, 1:30, 2:30, 3:30, 4:30, 5:30, 5:50.

Broadway

Catalan—12:00, 12:15, 12:30, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00.

Olive St.—12:38, 12:53, 1:08, 1:38, 2:08, 2:38, 3:08, 3:38, 4:08, 4:38, 5:08.

Baden—12:00, 12:15, 12:45, 1:15, 1:45, 2:15 2:45, 3:15, 3:45, 4:15, 4:45, 5:15.

Olive St.—12:37, 12:52, 1:22, 1:52, 2:22, 2:52, 3:22, 3:52, 4:22, 4:52, 5:22.

Cass

Belt Ave.—12:05, 12:20, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:15.

7th and Walnut—12:30, 12:40, 12:50, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40.

Cherokee

River Des Peres—11:45, 12:15, 12:45, 1:15, 1:45, 2:15, 2:45, 3:15, 3:45, 4:15, 4:45, 5:15.

8th and Locust—12:30, 1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00.

City Limits

Wellston—12:42, 1:00, 1:30, 2:30, 3:30, 4:30, 5:35, 5:45.

Manchester—12:40, 1:00, 2:00, 3:00, 4:00, 5:00, 5:30.

Compton

Tower Grove Park—11:58, 12:13, 1:00, 2:00, 3:00, 4:00, 5:12.

3rd and Washington—12:00, 12:13, 12:28, 12:42, 1:00, 2:00, 3:00, 4:00, 5:00, 6:00.

Fourth St.

Grand and Arsenal—12:02, 12:17, 12:32, 1:30, 2:30, 3:30, 4:30, 5:19.

4th and Pine—12:15, 12:30, 12:45, 1:00, 2:00, 3:00, 4:00, 5:00, 5:47.

Grand Ave.

Water Tower—1:00, 1:13, 1:40, 2:06, 2:33, 3:00, 3:26, 3:53, 4:20, 4:46, 5:13.

Olive—1:17, 1:30, 1:57, 2:23, 2:50, 3:17, 3:43, 4:10, 4:37, 5:03, 5:30.

Virginia—1:00, 1:10, 1:26, 1:53, 2:20, 2:46, 3:13, 12:50, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 3:40, 4:06, 4:33, 5:00, 5:15.

Olive—1:22, 1:32, 1:48, 2:15, 2:42, 3:08, 3:35, 4:02, 4:28, 4:55, 5:22, 5:37.

Hodiamont

Garden—12:05, 12:15, 1:00, 1:45, 2:30, 3:15, 4:00, 4:45, 5:00.

Fourth and St. Charles—12:00, 12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:45, 2:30, 3:15, 4:00, 4:45, 5:30.

Jefferson

Fair Grounds—12:30, 12:40, 12:50, 1:05, 1:30, 1:55, 2:20, 2:45, 3:10, 3:35, 4:00, 4:25, 4:50, 5:15.

Olive—12:46 12:56, 1:06, 1:21, 1:46, 2:11, 2:36, 3:01, 3:26, 3:51, 4:16, 4:41, 5:06, 5:31.

Chippewa—12:14, 12:29, 12:54, 1:18, 1:43, 2:08, 2:33, 2:58, 3:23, 3:48, 4:13, 4:38, 5:00.

Olive—12:35, 12:50, 1:15, 1:39, 2:04, 2:29, 2:54, 3:19, 3:44, 4:09, 4:34, 4:59, 5:14.

Laclede

Forest Park—12:12, 12:32, 1:30, 2:30, 3:30, 4:30, 5:28.

Fourth St.—12:00, 12:10, 12:20, 12:40, 1:00, 2:00, 3:00, 4:00, 5:00, 5:56.

Lee Ave.

Taylor Ave.—11:45, 12:00, 12:30, 1:00, 2:00, 3:00, 4:00, 5:00, 5:19.

Grand and Chippewa—11:50, 12:00, 12:30, 1:00, 2:00, 3:00, 4:00, 5:00, 5:30.

Manchester

Webster—11:25, 12:05, 12:45, 1:30, 2:10, 2:50, 3:30, 4:10, 4:45, 5:40.

Fourth and Walnut—12:00, 12:15, 12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:05, 5:30.

Market St.

Richmond Heights—12:29, 12:48, 2:05, 3:15, 4:30, 5:25.

Fourth and Walnut—12:05, 12:15, 12:30, 1:30, 2:40, 3:50, 5:10, 5:25.

Natural Bridge

Kingshighway—12:00, 12:30, 1:30, 2:30, 3:30, 4:25, 5:20.

Jefferson and Arsenal—12:00, 12:15, 12:30, 1:30, 2:30, 3:30, 4:25, 5:20.

Olive

(Delmar Division)

Delmar Garden—12:30, 12:45, 1:00, 1:15, 2:15, 3:15, 4:15, 5:00.

Fourth St.—12:45, 12:55, 1:05, 1:15, 1:30, 1:45, 2:30, 3:30, 4:30, 5:20.

(University Division)

Pennsylvania Ave.—11:56, 12:16, 12:40, 1:45, 2:45, 3:45, 4:40, 5:20.

Fourth St.—12:10, 12:22, 12:40, 1:00, 1:20, 2:00, 3:00, 4:00, 5:00, 5:50.

Page Ave.

Hodiamont—12:00, 12:10, 12:20, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:35.

Third St.—12:00, 12:10, 12:20, 12:30, 12:40, (No owl service is maintained on any other line)

Park

Tower Grove Park—12:05, 12:35, 1:30, 2:30, 3:30, 4:30, 5:00, 5:25.

3rd and Washington—12:05, 12:20, 12:35, 12:50, 1:15, 1:30, 2:30, 3:30, 4:30, 5:30.

Sarah

Thirty-ninth and Park—12:20, 12:30, 1:15, 2:15, 3:15, 4:15, 5:08.

O'Fallon Park—12:10, 12:25, 12:50, 1:45, 2:45, 3:45, 4:45, 5:35.

Southampton

Southampton—12:20, 1:05, 1:45, 2:25, 3:05, 3:45, 4:25, 5:00, 5:45.

Manchester and Chouteau—12:45, 1:25, 2:05, 2:45, 3:25, 4:05, 4:43, 5:25.

Taylor

Manchester—12:20, 12:30, 1:00, 2:00, 3:00, 4:00, 5:00, 5:30.

Broadway—12:00, 12:30, 1:30, 2:30, 3:30, 4:30, 5:30.

Tower Grove

Tamm Ave.—11:48, 12:03, 12:18, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15.

4th and Pine—12:00, 12:15, 12:30, 12:45, 1:00, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 5:59.

Union

Florissant Ave.—12:15, 12:30, 12:45, 1:00, 2:00, 3:00, 4:00, 5:00, 5:45.

DeBaliviere and Pershing—12:05, 12:20, 12:35, 1:40, 2:40, 3:40, 4:40, 5:18.

Vandeventer

Fair Grounds—12:20, 12:35, 1:00, 2:00, 3:00, 4:00, 5:00, 5:15.

Tower Grove Park—12:00, 12:10, 12:20, 12:30, 12:45, 1:00, 1:30, 2:30, 3:30, 4:30, 5:30, 5:43.

Wellston

City Limits—12:00, 12:10, 12:20, 12:40, 1:20, 2:00, 2:40, 3:20, 4:00, 4:40, 5:20.

Fourth St.—12:10, 12:20, 12:30, 12:40, 12:50, 1:00, 1:20, 2:00, 2:40, 3:20, 4:00, 4:40, 5:20.

While every effort will be made to maintain these published schedules, no responsibility is assumed for delays or failure to make connections.

Subject to change without notice.

East St. Louis & Suburban Railway Co.

Belleville Div.

Lv. St. Louis—1:30, 3:30.

Lv. Belleville—2:30, 4:20.

Lansdowne Div.

Lv. St. Louis—1:00, 2:00, 3:00, 4:00.

Lv. 40th and Caseyville Road—1:30, 2:30, 3:30, 4:30.

Alta Sita Div.

Lv. Collinsville Ave. and Broadway—12:36, 1:14.

Lv. Alta Sita—12:54, 1:30.

(No owl service is maintained on any other line.)

L'ENVOI

Not from the saintly monarch
Who gave to you your name,
Not from the fearless Frenchmen
Who to your shore first came,

Not from the deeds of daring
Wrought by the pioneer,
Not from your past achievements
Will your future fame appear.

Not in thy mighty commerce
Reaching from pole to pole,
Not in your thousand factories
Will your city finds its soul.

Not in the Father of Waters
That carries your wares to the sea,
But in your sons and daughters
Will your future greatness be.

—L. H. Wertheimer

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